



NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION

MONDAY, JANUARY 14, 2013

PUBLIC SAETY BUILDING, 401 E THIRD STREET, NEWBERG

“Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

I. CALL MEETING TO ORDER

II. ADMINISTRATION OF OATHS OF OFFICE

III. ROLL CALL

IV. PLEDGE OF ALLEGIANCE

V. PUBLIC COMMENTS

VI. ELECTION OF COMMISSION CHAIR AND VICE CHAIR

- A. Nomination and election of Chairperson of the Traffic Safety Commission
- B. Nomination and election of Vice-Chair for the Traffic Safety Commission

VII. CONSENT CALENDAR

- A. Review and approve minutes of November 13, 2012

VIII. NEW BUSINESS

- A. TSC-13-001: Sierra Vista/Meridian Intersection Evaluation
- B. TSC-13-002: E First/Grocery Outlet Driveway – No Parking Request at Driveway
- C. TSC-13-004: N Main between Pinehurst and Columbia – No Parking Request
- D. TSC-13-006: E First East of Blaine – Request for a 15-minute Limited Parking

IX. OLD BUSINESS

- A. TSC-12-001: N College/Sheridan Intersection Safety
- B. TSC-12-020: E First Downtown Parking at Bank of America

X. STAFF REPORTS – GENERAL INFORMATION

- A. Police Update.
- B. Engineering Update
 - Traffic Safety Workshop for Non-Engineers & Public on February 23, 2013

XI. ADJOURNMENT – Next meeting February 11, 2012

ACCOMMODATION OF PHYSICAL IMPAIRMENTS: In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical or language accommodations you may need as far in advance of the meeting as possible and no later than two business days prior to the meeting. To request these arrangements, please contact the City Recorder at (503) 537-1283. For TTY services please dial 711.

POSTED: January 7, 2013

TRAFFIC SAFETY COMMISSION MINUTES
Tuesday, November 13, 2012, 7:00 PM
Public Safety Building (401 E Third Street)

I. CALL MEETING TO ORDER

Chair Neal Klein called the meeting to order at 7:08 PM.

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was performed.

III. ROLL CALL

Members Present:	Neal Klein, Chair	Karl Birky	Dianna Cotter
	Shannon Eoff	Ron Johns	Kari Lawson
	James Oravetz	Lesley Woodruff, Vice-Chair	
	Mayor Bob Andrews (Ex-officio)	Hannah Kinney, Student Commissioner	

Members Absent: Doris Brandt (excused)

Staff Present:	Brian Casey, Chief of Police	Jessica Nunley, Assistant Planner
	Mary Newell, Support Services Manager	Paul Chiu, Senior Engineer
	Mandy Dillman, Minutes Recorder	

Others Present: Mike Ragsdale, Dennis Stahlmaker, Howard Harman, and Todd Engle

IV. PUBLIC COMMENTS

Mr. Mike Ragsdale testified about a dangerous crosswalk at the intersection of College Street (aka Highway 219) and First Street where he witnessed a college student getting struck when using the crosswalk. He contacted the Oregon Department of Transportation (ODOT) and they will be having their traffic safety division look into it. Mr. Paul Chiu, senior engineer, added he also was almost struck by a vehicle in the same crosswalk and agreed the area is extremely dangerous and should be looked into for the general public's safety. Chair Neal Klein requested it be put on the agenda for January.

V. CONSENT CALENDAR

A. Review and approve minutes of October 8, 2012.

MOTION: Cotter/Oravetz to approve the Consent Calendar including the Traffic Safety Commission minutes for October 8, 2012. Motion carried (9 Yes/0 No/1 Absent [Brandt]).

VI. PUBLIC HEARING

A. TSC-12-017: Consider limited on-street parking or designate No Parking areas for the high-density residential property located at 1103 N Meridian Street.

TIME – 7:13 PM

Chair Klein introduced the legislative hearing and called for any conflicts of interest or abstentions; none appeared.

Mr. Paul Chiu, senior engineer, and Jessica Nunley, assistant planner, presented the staff report accompanied by a PowerPoint presentation, and additional material was handed out (see official meeting packet for full report).

Commissioner Dianna Cotter asked what the reason was to limit parking near the driveway entrances. Ms. Nunley replied neighbors were concerned street parking on Meridian Street would not allow for adequate sight distance and may cause crashes.

Mr. Dennis Stahlmaker brought to the commission's attention many issues on-street parking causes when he exits his driveway adjacent to the railroad tracks on Meridian. These issues include blocked vision from cars parked on the road, a huge sequoia tree next to the driveway, and cars going too fast on the road.

Commissioner Karl Birky wondered if removing the parking adjacent to Mr. Stahlmaker's driveway would fix the problem and how much space would need to be cleared. Mr. Stahlmaker thought it would and he assumed one to two car lengths would be plenty.

Commissioner Shannon Eoff asked if the 45 foot recommendation proposed for either side of the 1103 N. Meridian driveway would solve Mr. Stahlmaker's vision issues. Mr. Stahlmaker agreed that striping the area near the 1103 N. Meridian property would be a good idea, but he did not know if it would eliminate parking adjacent to his driveway as well.

Mr. Howard Harman testified he has lived at Spaulding Oaks for 25 years and expressed concern for the increase in traffic the new development will cause. He explained when cars are parked on both sides of Meridian Street it is tight for two cars to get by at the same time. Additionally, he mentioned there are always landscape maintenance trucks for Spaulding Oaks parked in the street, which makes it even tighter. He suggested not allowing parking on both sides of Meridian Street, possibly opening a second entrance to the development on Evergreen Drive, or having adequate parking within the development to prevent residents from parking on the street.

Commissioner Ron Johns asked Mr. Harman if he thought the forty-five feet on each side of the driveway sounded like a good solution. Mr. Harman replied he did not think it was a proper solution, but having no parking on at least one side of the street was a better idea.

Commissioner Eoff stated the Evergreen Drive access would be for emergency purposes only and asked Mr. Harman if he was proposing they open it to normal traffic as well. Mr. Harman thought it would be a logical solution to make it a public road.

Commissioner Eoff suggested adding a crosswalk to make the driveway more visible or a speed hump to encourage drivers to slow down.

Commissioner Birky suggested making the Meridian Street curb to curb width wider to help with traffic issues and stated he was surprised the traffic study found the am peak was 34 drivers, which seemed low to him. He

expressed concern that making the street wider will just encourage traffic to go faster and since it is a low volume street it does not seem like a good situation.

Chair Klein expressed concern there are no bike lanes on Meridian Street and suggested adding them in place of on-street parking.

Mayor Andrews asked if traffic calming devices have been explored. Ms. Nunley answered in their experience, having parking on both sides of the street slows traffic; however, the study has shown there is a speeding problem. She did not think traffic calming devices should be implemented in this case.

Mayor Andrews asked what the setback differences are in a minor collector commercial driveway versus a residential driveway. Ms. Nunley explained there would be a vision clearance triangle on both driveways for 25 feet. Mr. Chiu added yellow striping for an entrance is not typically done, but in certain situations it would warrant consideration. In this particular situation, knowing what has happened to other multi-family dwellings in the city, this would be a good preventive measure down the road.

Ms. Nunley stated bike lanes are only required on major collectors and the plan is to continue the sharrows up Meridian Street to Crestview Drive to encourage drivers to slow down and watch for bicyclists.

Chair Klein added ODOT's safety handbook recommends six foot wide bicycle lanes on roads that will have bike traffic. He expressed concern that encouraging bike traffic but not giving them a bike lane will cause accidents. Ms. Nunley explained low traffic streets marked 35mph or less are meant to have bikes in the street.

Commissioner Ron Johns asked what the speed limit was on Meridian Street and why speeding is so high in that area. Chief of Police Brian Casey replied Meridian Street is a 25mph zone and he believes drivers speed because it is a long stretch of four to six blocks with no stops. He said the department has put more enforcement on Meridian Street to help discourage speeding.

Commissioner Eoff asked if they could eliminate parking on one side of the road to allow for bike lanes. Chair Klein seconded Ms. Eoff's suggestion and further expressed his concern for bikes not having anywhere to go when traffic will increase. He asked if it would be possible to move the property line in five feet to allow room for a bike lane in front of the property. Ms. Nunley explained they have to follow what the Transportation System Plan (TSP) requires. In this case the property does extend out, but must dedicate right-of-way to match the rest of the street and the appropriate minor collector width identified in the TSP. We cannot ask for more right-of-way beyond what is required in the TSP.

<p>MOTION: Birky/Johns to approve TSC-12-017: Consider limited on-street parking or designate No Parking areas for the high-density residential property located at 1103 N. Meridian Street. Motion carried (9 Yes/0 No/1 Absent [Brandt]).</p>

VII. NEW BUSINESS

None.

VIII. OLD BUSINESS

- A. TSC-12-020: Request to eliminate First Street Parking space (yellow curb) next to Bank of America.

TIME – 8:09 PM

Discussion commenced on replacing the Yamhill County Transit Authority (YCTA) bus stop sign with parking stalls and specific parking for the bank; however, it was decided no further decision could be made until clarification is received from YCTA regarding their usage of the bus stop.

B. TSC-12-018 safety for pedestrians along Fulton Street.

TIME – 8:30 PM

Mr. Chiu presented the staff report suggesting a street light be added to provide more visibility. Staff is working with Portland General Electric (PGE) and waiting for a report from them.

Mr. Todd Engle expressed serious concerns for pedestrians on Fulton Street. In August, 2008, a death occurred on Fulton Street and the Friendsview Retirement Community has been working towards preventing any other deaths. Mr. Engle mentioned the residents, the college students, and the general public are misusing the crosswalks. He suggested adding another crosswalk, a light, or possibly ticketing jaywalkers to help bring awareness to the danger of crossing in an unmarked area.

Mr. Chiu commented because of the geometry of the location another crosswalk would not be visible and may be even more dangerous.

Chair Klein suggested this topic be moved to January's meeting after they have touched base with George Fox University (GFU) and have heard back from PGE. He also suggested doing a traffic study in order to show Friendsview residents numbers of how many cars are speeding in hopes of deterring jaywalking.

Mr. Chiu added GFU has already agreed to put in a light and said it would not conflict with their stadium plans. Additionally, they are waiting on PGE to determine if they can do underground boring to bring power from the north side of the street to the south side.

VIII. STAFF REPORTS – GENERAL INFORMATION

1. Police Update

TIME – 8:44 PM

Chief Casey reported he recently received a letter from a resident who was very happy with the reduction in speeding on her street due to the camera they had placed there, which is nice to hear because he does not get a lot of positive feedback. Furthermore, he was happy they recently caught a woman driving under the influence of prescription medication, which may have saved her life as well as others. He also mentioned they have lately seen a lot more people driving under the influence of prescription medication, which is difficult to determine since you need a specially trained officer to detect that kind of illegal influence. Unfortunately, this time of the year there are increases in abuse, domestic violence, alcohol problems, and suicides.

2. Engineering Update

Mr. Chiu reported in the beginning of the year a study was done on the intersections of Sheridan and College Streets with focus on the area bound by Hancock Street, Hwy 240, and College Street. The study suggested making Sheridan Street a right turn only onto College Street; however, they are waiting to hear back from ODOT.

Chair Klein asked if it would be plausible to have a four way stop at Meridian Street and Sierra Vista Drive to slow traffic in that area. Mr. Chiu replied it would help slow traffic but more data needs to be collected when school is in session before making a decision.

Commissioner Lesley Woodruff reported she applied for a grant from the Oregon Builder Safety Program and if the City receives the grant they would get \$5,000.00 to implement a program to educate teens on driving safety.

Mr. Chiu reported the grant application for improving Villa Road, which would add a sidewalk on the east side and bike lanes on both sides, has been accepted and staff is working on the next phase of filing a formal application. Additionally, planning and engineering are working to apply for the next phase of the Aldercrest Drive to Foothills Drive sidewalk as well as adding bike lanes on College Street. Mable Rush Elementary has a Safe Routes to School (SRTS) Action Plan, approved by ODOT, which includes a plan to improve Deborah Road. With grant money, they want to add a flashing school zone sign and bike shelters. The City should know in December if ODOT will fund this grant.

3. Items from Commissioners

None.

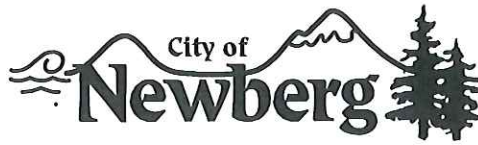
X. ADJOURNMENT

The meeting adjourned at 9:18 PM.

Approved by the Newberg Traffic Safety Commission this ____ day of _____, 20xx.

Mandy Dillman
Minutes Recorder

Neal S. Klein
Traffic Safety Commission Chair



MEMORANDUM

PUBLIC WORKS DEPARTMENT
Engineering Division
P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

December 28, 2012

To: Newberg Traffic Safety Commission
Cc: Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *PC*
RE: TSC-13-001 \4-Way Traffic Evaluation at Sierra Vista Drive and Meridian Street

On November 13, 2012, Mr. Neal Klein, Chairperson of the Newberg Traffic Safety Commission, asked if it would be plausible to have a four-way stop at Meridian Street and Sierra Vista Drive to slow traffic in that area (see photo below). Staff replied that traffic data would need to be collected and evaluated before an accurate response could be given.

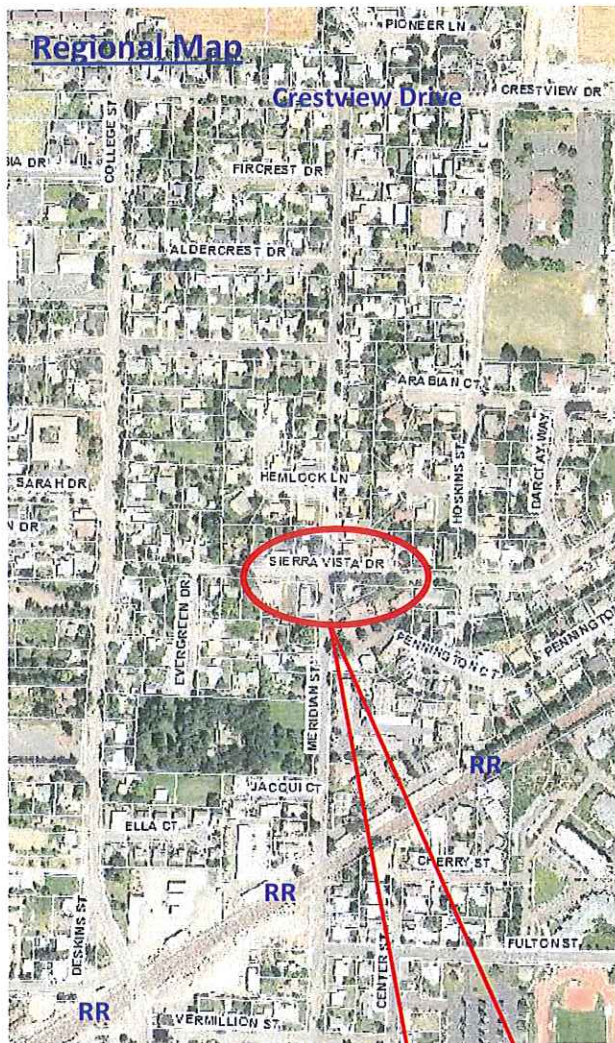
View north at the intersection of Meridian Street and Sierra Vista Drive



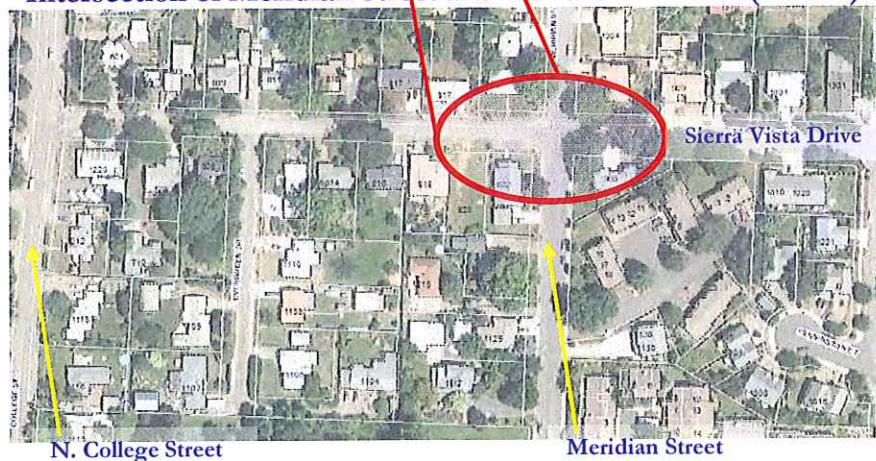
Staff subsequently collected traffic data at the four legs of said intersection from December 11th thru 13th, 2012. Meridian Street runs a north and south direction and Sierra Vista Drive extends west to east from N. College Street (or Highway 219) to a residential subdivision (see the following regional map).

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”



Intersection of Meridian Street and Sierra Vista Drive (circled)



The 3-day traffic data (from December 11th thru 13th, 2012) is summarized in the following tables.

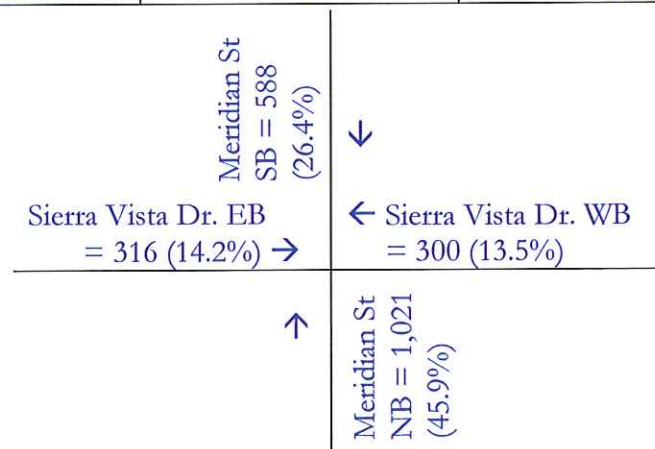
“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

Traffic Data on Meridian Street				
Block	South of Sierra Vista Dr. Intersection		North of Sierra Vista Dr. Intersection	
85% Speed	Southbound	Northbound	Southbound	Northbound
	30.4 MPH	29.0 MPH	33.0 MPH	28.5 MPH
ADT =	980 (49%)	1021 (51%)	588 (46%)	694 (54%)
AM Peak =	103 (8AM)	81 (8AM)	73 (8AM)	44 (8AM)
PM Peak =	77 (3PM)	110 (3PM)	52 (3PM)	72 (3PM)

Traffic Data on Sierra Vista Drive				
Block	West of Meridian Street intersection		East of Meridian Street intersection	
85% Speed	Westbound	Eastbound	Westbound	Eastbound
	21.2 MPH	19.7 MPH	22.9 MPH	22.8 MPH
ADT =	383 (55%)	316 (45%)	300 (49%)	312 (51%)
AM Peak =	53 (8AM)	19 (8AM)	21 (9AM)	17 (10AM)
PM Peak =	48 (3PM)	29 (3PM)	25 (4PM)	31 (3PM)

Vehicle Crash Data in Last Five (5) Years			
Incident Date	Motor Vehicle Crash	Comment	Injury
9/22/2008 (Mon) morning	2	Vehicle crash	1
11/5/2008 (Wed) morning	1	Citation issued	0
9/9/2009 (Thu) afternoon	1	Vehicle crash	0



The traffic counts indicate a large volume of Average Daily Traffic (ADT) of 1,000 on Meridian Street, south of Sierra Vista Drive. Sierra Vista Drive only carries about a third of this ADT towards the Meridian-Sierra Vista intersection. Traffic flow is not balanced at this intersection. The existing stop signs on Sierra Vista Drive at Meridian Street are appropriate for this intersection.

Meridian Street is posted with a 25 MPH speed limit sign on the southbound lane, south of the Pinehurst intersection. There are no other existing speed limit signs on Meridian Street between Hancock Street (aka Highway 99W) and Crestview Drive (which is the north end of Meridian Street). There are also no speed limit signs on Sierra Vista Drive.

The 85 percentile speed on Sierra Vista Drive was recorded at below 25 MPH. The 85 percentile speed on Meridian Street was recorded between 25 and 30 MPH for the northbound lane and 30 to 35 MPH for the southbound lane before and after the Sierra Vista intersection. Speeding on the southbound lane is an issue that needs law enforcement. Crash data in the last five (5) years did not reveal any major concerns at the intersection. 4-way stops at the Meridian-Sierra Vista intersection are not warranted at this time. Thank you.

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

Description 1: Meridian South of Sierra Vista
 Description 2:
 Description 3:

Volume on Meridian South of Sierra Vista

Site: Meridian South of Sierra V
 Tuesday, 12/11/2012, 12:00:00 AM -
 Thursday, 12/13/2012, 11:59:59 PM

Volume Grand Totals

Average Hourly Volumes			
	South Bound	North Bound	Combined
12:00 AM	4.7	7.3	12.0
1:00 AM	0.7	2.7	3.3
2:00 AM	2.7	0.7	3.3
3:00 AM	2.0	2.3	4.3
4:00 AM	4.0	3.7	7.7
5:00 AM	17.0	6.0	23.0
6:00 AM	42.0	15.7	57.7
7:00 AM	66.7	31.3	98.0
8:00 AM	102.7	80.7	183.3
9:00 AM	75.7	38.3	114.0
10:00 AM	64.7	41.7	106.3
11:00 AM	56.3	52.3	108.7
12:00 PM	62.0	59.7	121.7
1:00 PM	49.3	56.0	105.3
2:00 PM	47.3	72.3	119.7
3:00 PM	77.3	110.3	187.7
4:00 PM	65.7	92.7	158.3
5:00 PM	54.3	100.3	154.7
6:00 PM	66.3	71.3	137.7
7:00 PM	40.0	55.0	95.0
8:00 PM	30.0	51.7	81.7
9:00 PM	24.7	32.7	57.3
10:00 PM	16.7	24.3	41.0
11:00 PM	7.3	12.0	19.3
ADT	980.0	1021.0	2001.0

Study Grand Totals		
South Bound	North Bound	Combined
2940	3063	6003
49.0 %	51.0 %	

Description 1: Meridian North of Sierra Vista
 Description 2:
 Description 3:

Volume on Meridian North of Sierra Vista

Site: Meridian North of Sierra Vi
 Tuesday, 12/11/2012, 12:00:00 AM -
 Thursday, 12/13/2012, 11:59:59 PM

Volume Grand Totals

Average Hourly Volumes			
	South Bound	North Bound	Combined
12:00 AM	2.3	4.7	7.0
1:00 AM	0.0	1.3	1.3
2:00 AM	1.3	0.3	1.7
3:00 AM	1.3	1.3	2.7
4:00 AM	3.7	3.0	6.7
5:00 AM	13.7	7.0	20.7
6:00 AM	21.0	10.3	31.3
7:00 AM	45.0	23.0	68.0
8:00 AM	72.7	44.3	117.0
9:00 AM	44.0	30.0	74.0
10:00 AM	34.3	28.7	63.0
11:00 AM	40.0	35.7	75.7
12:00 PM	38.0	44.0	82.0
1:00 PM	30.3	39.0	69.3
2:00 PM	30.7	47.0	77.7
3:00 PM	52.0	71.7	123.7
4:00 PM	41.0	71.0	112.0
5:00 PM	28.0	70.0	98.0
6:00 PM	31.7	49.0	80.7
7:00 PM	18.7	33.3	52.0
8:00 PM	14.7	33.0	47.7
9:00 PM	9.3	22.3	31.7
10:00 PM	10.0	13.0	23.0
11:00 PM	4.0	10.7	14.7
ADT	587.7	693.7	1281.3

Study Grand Totals		
South Bound	North Bound	Combined
1763	2081	3844
45.9 %	54.1 %	

Description 1: Sierra Vista West of Meridian

Description 2:

Description 3:

Volume on Sierra Vista West of Meridian

Site: Sierra Vista West of Meridian
 Tuesday, 12/11/2012, 12:00:00 AM -
 Thursday, 12/13/2012, 11:59:59 PM

Volume Grand Totals

	Average Hourly Volumes		Combined
	East Bound	West Bound	
12:00 AM	2.3	3.3	5.7
1:00 AM	1.0	2.0	3.0
2:00 AM	1.0	0.7	1.7
3:00 AM	0.3	0.3	0.7
4:00 AM	0.0	0.0	0.0
5:00 AM	5.3	5.0	10.3
6:00 AM	14.3	10.7	25.0
7:00 AM	15.7	11.0	26.7
8:00 AM	19.3	52.7	72.0
9:00 AM	15.0	15.3	30.3
10:00 AM	16.3	12.7	29.0
11:00 AM	12.7	17.7	30.3
12:00 PM	18.3	21.7	40.0
1:00 PM	14.7	16.0	30.7
2:00 PM	16.3	25.3	41.7
3:00 PM	29.0	48.3	77.3
4:00 PM	25.7	30.7	56.3
5:00 PM	25.3	28.0	53.3
6:00 PM	26.7	25.3	52.0
7:00 PM	21.3	15.7	37.0
8:00 PM	18.3	19.0	37.3
9:00 PM	8.0	11.3	19.3
10:00 PM	6.7	7.3	14.0
11:00 PM	2.7	3.0	5.7
ADT	316.3	383.0	699.3

Study Grand Totals

East Bound	West Bound	Combined
949	1149	2098
45.2 %	54.8 %	

Description 1: Sierra Vista East of Meridian
 Description 2:
 Description 3:

Volume on Sierra Vista East of Meridian

Site: Sierra Vista East of Meridi
 Tuesday, 12/11/2012, 12:00:00 AM -
 Thursday, 12/13/2012, 11:59:59 PM

Volume Grand Totals

	Average Hourly Volumes		Combined
	East Bound	West Bound	
12:00 AM	0.7	0.7	1.3
1:00 AM	0.0	1.0	1.0
2:00 AM	0.7	0.7	1.3
3:00 AM	0.3	0.3	0.7
4:00 AM	0.7	0.0	0.7
5:00 AM	2.3	8.0	10.3
6:00 AM	3.7	12.0	15.7
7:00 AM	10.0	13.7	23.7
8:00 AM	11.3	19.0	30.3
9:00 AM	15.7	21.0	36.7
10:00 AM	17.0	15.3	32.3
11:00 AM	15.0	17.3	32.3
12:00 PM	17.7	17.0	34.7
1:00 PM	19.0	19.7	38.7
2:00 PM	22.0	17.3	39.3
3:00 PM	31.3	22.3	53.7
4:00 PM	26.0	24.7	50.7
5:00 PM	30.7	22.3	53.0
6:00 PM	24.3	22.3	46.7
7:00 PM	27.3	16.0	43.3
8:00 PM	16.7	9.7	26.3
9:00 PM	10.0	12.7	22.7
10:00 PM	9.3	5.3	14.7
11:00 PM	0.7	2.0	2.7
ADT	312.3	300.3	612.7

Study Grand Totals		
East Bound	West Bound	Combined
937	901	1838
51.0 %	49.0 %	

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Speed on Meridian South of Sierra Vista

Description 1:
 Description 2:
 Description 3:

Speed Grand Totals South Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	4.7	0.0	0.7	1.0	1.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	2.7	0.0	0.7	0.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	2.0	0.3	0.0	0.3	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	4.0	0.3	0.0	2.0	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	17.0	1.0	1.3	6.7	5.7	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	42.0	0.0	4.7	15.0	16.3	5.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	66.7	0.3	8.7	27.0	22.7	4.7	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	102.7	1.0	10.3	31.3	37.0	16.3	5.0	1.0	0.3	0.0	0.3	0.0	0.0	0.0	
9:00 AM	75.7	1.0	14.0	25.0	20.0	10.3	3.7	0.3	1.3	0.0	0.0	0.0	0.0	0.0	
10:00 AM	64.7	2.7	12.7	21.3	16.0	6.0	4.3	0.7	0.7	0.0	0.0	0.0	0.3	0.0	
11:00 AM	56.3	1.3	9.0	21.7	14.7	7.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	62.0	2.0	9.0	24.0	16.7	7.3	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	49.3	2.0	7.7	17.3	15.0	6.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	47.3	3.3	7.7	15.3	15.0	4.0	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	
3:00 PM	77.3	1.7	6.7	28.7	26.0	8.7	4.0	1.3	0.0	0.0	0.0	0.0	0.0	0.3	
4:00 PM	65.7	2.7	6.0	22.0	23.3	9.0	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	54.3	2.3	9.3	22.0	14.3	4.0	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	66.3	1.0	7.7	29.3	17.7	8.0	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	
7:00 PM	40.0	0.3	3.3	18.3	11.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	30.0	0.3	6.0	11.7	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	24.7	0.0	5.0	12.3	5.7	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	16.7	0.3	3.3	6.0	5.3	0.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	7.3	0.3	1.0	2.3	2.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	980.0	24.3	135.0	361.7	299.3	111.0	38.0	6.7	3.0	0.0	0.3	0.0	0.3	0.3	

Percentile Speeds
 (mph)

10% 15% 50% 85% 90%
 18.6 19.8 24.7 30.4 31.9

10 mph Pace Speed
 Number in Pace

19.3 - 29.3
 2009 (68.3 %)
 25.1 mph
 6.3 mph
 80.6 mph

Speeds Exceeded

55 mph 65 mph 75 mph
 0.1 % 0.1 % 0.0 %
 3 2 1

Count

Study Grand Totals

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
South Bound	2940	73	405	1085	898	333	114	20	9	0	1	0	1	0
		2.5%	13.8%	36.9%	30.5%	11.3%	3.9%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation
 Speed on Meridian South of Sierra Vista

Speed Grand Totals
North Bound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Hourly Averages														
12:00 AM	7.3	0.7	1.0	2.0	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.7	0.0	0.0	1.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.3	0.3	0.0	0.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.7	0.0	0.0	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.0	1.3	0.0	1.0	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	15.7	1.3	3.3	5.0	4.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	31.3	0.3	3.3	8.3	15.7	2.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.3
8:00 AM	80.7	0.7	5.3	30.3	38.3	5.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	38.3	0.0	2.7	13.3	16.0	4.7	1.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0
10:00 AM	41.7	0.7	3.0	15.7	19.0	3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	52.3	0.0	3.0	21.0	21.3	5.7	0.3	0.0	0.3	0.0	0.0	0.0	0.3	0.0
12:00 PM	59.7	1.7	2.7	22.3	28.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	56.0	0.7	4.0	18.0	26.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	72.3	1.3	5.3	22.0	35.7	7.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	110.3	2.3	6.3	45.7	45.7	9.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	92.7	2.7	6.3	32.3	41.7	8.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
5:00 PM	100.3	0.7	6.0	34.7	49.7	8.3	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0
6:00 PM	71.3	0.3	4.7	26.0	34.3	5.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	55.0	0.7	2.7	26.7	19.0	5.3	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
8:00 PM	51.7	1.0	2.0	22.7	21.7	3.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	32.7	0.0	2.3	13.7	13.7	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	24.3	0.3	1.3	11.7	9.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	12.0	0.0	1.0	3.3	6.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	1021.0	17.3	66.3	379.0	457.0	86.0	11.7	1.0	0.3	0.7	0.3	0.0	0.3	1.0

Percentile Speeds
(mph)

10%	15%	50%	85%	90%
20.5	21.5	25.4	29.0	30.0

10 mph Pace Speed
Number in Pace

20.2 - 30.2	25.4 mph
2518 (82.2 %)	8.7 mph
	92.6 mph

Speeds Exceeded

55 mph	65 mph	75 mph
0.2 %	0.1 %	0.1 %
5	4	2

Study Grand Totals

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Study Grand Totals														
North Bound	3063	52	199	1137	1371	258	35	3	1	2	1	0	1	3
		1.7%	6.5%	37.1%	44.8%	8.4%	1.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Speed on Meridian South of Sierra Vista

Description 1:
 Description 2:
 Description 3:

Meridian South of Sierra Vista

Speed Grand Totals Combined

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	12.0	0.7	1.7	3.0	4.7	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	3.3	0.0	0.3	1.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	3.3	0.3	0.7	1.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	4.3	0.7	0.0	1.0	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	7.7	0.3	0.0	3.7	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	23.0	2.3	1.3	7.7	8.3	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	57.7	1.3	8.0	20.0	20.3	6.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	98.0	0.7	12.0	35.3	38.3	7.0	3.3	1.0	0.0	0.0	0.0	0.0	0.0	0.3	
8:00 AM	183.3	1.7	15.7	61.7	75.3	21.7	5.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	
9:00 AM	114.0	1.0	16.7	38.3	36.0	15.0	5.0	0.3	1.3	0.0	0.3	0.0	0.0	0.0	
10:00 AM	106.3	3.3	15.7	37.0	35.0	9.0	4.3	1.0	0.7	0.0	0.0	0.0	0.3	0.0	
11:00 AM	108.7	1.3	12.0	42.7	36.0	13.0	2.7	0.0	0.3	0.0	0.0	0.0	0.3	0.3	
12:00 PM	121.7	3.7	11.7	46.3	44.7	11.3	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	105.3	2.7	11.7	35.3	41.7	12.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	119.7	4.7	13.0	37.3	50.7	11.3	1.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	
3:00 PM	187.7	4.0	13.0	74.3	71.7	18.3	4.7	1.3	0.0	0.0	0.0	0.0	0.0	0.3	
4:00 PM	158.3	5.3	12.3	54.3	65.0	17.0	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.3	
5:00 PM	154.7	3.0	15.3	56.7	64.0	12.3	2.0	1.0	0.0	0.3	0.0	0.0	0.0	0.0	
6:00 PM	137.7	1.3	12.3	55.3	52.0	13.3	3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	
7:00 PM	95.0	1.0	6.0	45.0	30.0	11.3	1.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	
8:00 PM	81.7	1.3	8.0	34.3	31.7	5.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	57.3	0.0	7.3	26.0	19.3	3.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	41.0	0.7	4.7	17.7	14.3	2.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	19.3	0.3	2.0	5.7	9.3	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	2001.0	41.7	201.3	740.7	756.3	197.0	49.7	7.7	3.3	0.7	0.7	0.0	0.7	1.3	

Percentile Speeds (mph)

10% 15% 50% 85% 90%
 19.5 20.6 25.1 29.6 30.9

10 mph Pace Speed Number in Pace

19.8 - 29.8
 4502 (75.0 %)
 Average
 Minimum
 Maximum
 25.2 mph
 6.3 mph
 92.6 mph

Speeds Exceeded

55 mph 65 mph 75 mph
 0.1 % 0.1 % 0.0 %
 8 6 3

Count

Study Grand Totals

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	2940	73	405	1085	898	333	114	20	9	1	0	1	1
South Bound	2.5%	13.8%	36.9%	30.5%	11.3%	3.9%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%
North Bound	3063	52	199	1137	1371	258	35	3	1	1	0	1	3
Combined	6003	125	604	2222	2269	591	149	23	10	2	0	2	4
		2.1%	10.1%	37.0%	37.8%	9.8%	2.5%	0.4%	0.2%	0.0%	0.0%	0.0%	0.1%

Description 1:
Description 2:
Description 3:

Meridian North of Sierra Vista

Site: Meridian North of Sierra Vi
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Speed on Meridian North of Sierra Vista

Speed Grand Totals South Bound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Hourly Averages														
12:00 AM	2.3	0.3	0.3	0.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.3	0.3	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.3	0.0	0.0	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.7	0.0	0.7	2.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	13.7	1.0	2.7	4.7	3.7	1.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 AM	21.0	0.0	1.0	3.3	12.3	2.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	45.0	1.0	4.7	12.7	18.0	5.7	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	72.7	0.7	3.7	21.0	29.3	9.7	5.0	2.0	0.3	1.0	0.0	0.0	0.0	0.0
9:00 AM	44.0	1.0	6.3	12.0	13.0	6.0	3.0	1.7	0.7	0.0	0.3	0.0	0.0	0.0
10:00 AM	34.3	0.3	3.7	7.0	12.3	5.7	2.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	40.0	0.7	4.3	12.7	9.7	5.7	4.0	2.7	0.0	0.0	0.3	0.0	0.0	0.0
12:00 PM	38.0	0.3	2.7	9.3	13.0	7.7	2.7	1.7	0.7	0.0	0.0	0.0	0.0	0.0
1:00 PM	30.3	1.7	4.0	8.7	8.3	6.0	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	30.7	1.3	3.0	8.0	9.0	4.7	2.3	1.7	0.7	0.0	0.0	0.0	0.0	0.0
3:00 PM	52.0	2.0	4.7	18.3	15.7	7.7	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	41.0	0.7	3.0	11.0	15.3	6.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	28.0	1.3	2.7	9.0	8.3	4.7	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	31.7	0.7	3.3	9.7	9.7	5.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	18.7	0.7	2.7	5.7	5.3	3.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	14.7	0.3	0.3	5.7	5.0	2.0	1.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
9:00 PM	9.3	0.0	1.7	4.0	2.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	10.0	0.3	2.0	1.3	4.7	1.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.0	0.3	0.0	2.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	587.7	14.7	57.7	167.3	200.7	86.7	39.3	15.7	3.7	1.3	0.7	0.0	0.0	0.0

Percentile Speeds (mph)

10% 15% 50% 85% 90%
19.1 20.7 26.2 33.0 35.1

10 mph Pace Speed Number in Pace

21.5 - 31.5
1111 (63.0 %)
Average
Minimum
Maximum
26.7 mph
6.2 mph
58.5 mph

Speeds Exceeded

Count
55 mph 65 mph 75 mph
0.1 % 0.0 % 0.0 %
2 0 0

Study Grand Totals

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
South Bound	1763	44	173	502	602	260	118	47	11	4	2	0	0	0
		2.5%	9.8%	28.5%	34.1%	14.7%	6.7%	2.7%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%

Description 1:
Description 2:
Description 3:

Meridian North of Sierra Vista

Site: Meridian North of Sierra Vi
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Speed on Meridian North of Sierra Vista

Speed Grand Totals North Bound

mph	Hourly Averages														
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	4.7	0.0	0.3	1.3	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.3	0.0	0.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	1.3	0.0	0.0	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	3.0	0.0	0.0	1.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	7.0	0.7	0.7	2.0	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	10.3	0.0	1.0	5.3	2.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	23.0	1.7	1.3	5.0	12.7	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	44.3	2.0	3.0	17.3	18.0	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	30.0	1.7	4.0	8.7	13.0	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	28.7	2.0	2.7	11.3	11.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	35.7	0.3	3.7	13.0	15.3	2.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	
12:00 PM	44.0	2.3	3.3	16.3	17.7	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	39.0	0.3	2.0	11.7	20.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	47.0	1.7	3.7	13.7	23.7	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	71.7	2.7	8.7	32.7	22.3	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	71.0	4.3	9.0	25.3	27.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	70.0	2.3	3.3	26.3	33.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	
6:00 PM	49.0	2.3	3.3	20.3	19.0	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	33.3	1.3	4.3	12.3	11.7	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	33.0	1.3	2.7	12.7	14.0	1.3	0.7	0.0	0.0	0.0	0.3	0.0	0.0	0.0	
9:00 PM	22.3	1.0	2.0	8.3	8.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	13.0	0.3	0.7	6.3	4.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	10.7	0.3	1.7	4.0	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	693.7	28.7	62.0	256.0	288.7	51.0	6.0	0.3	0.3	0.0	0.3	0.0	0.0	0.3	

Percentile Speeds (mph)

10%	15%	50%	85%	90%
19.0	20.7	25.0	28.5	29.5

10 mph Pace Speed Number in Pace

20.4 - 30.4	24.6 mph
1647 (79.1 %)	5.1 mph
	88.8 mph

Speeds Exceeded

55 mph	65 mph	75 mph
0.1 %	0.0 %	0.0 %
2	1	1

Study Grand Totals

mph	Study Grand Totals													
	Total	0 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 200
North Bound	2081	86 4.1%	186 8.9%	768 36.9%	866 41.6%	153 7.4%	18 0.9%	1 0.0%	1 0.0%	0 0.0%	1 0.0%	0 0.0%	0 0.0%	1 0.0%

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Speed on Meridian North of Sierra Vista

Description 1:
 Description 2:
 Description 3:

Speed Grand Totals Combined

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	7.0	0.3	0.7	1.7	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.3	0.0	0.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.7	0.3	0.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.7	0.0	0.0	0.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.7	0.0	0.7	3.3	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	20.7	1.7	3.3	6.7	6.7	1.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 AM	31.3	0.0	2.0	8.7	15.0	2.7	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	68.0	2.7	6.0	17.7	30.7	7.3	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	117.0	2.7	6.7	38.3	47.3	13.0	5.7	2.0	0.3	1.0	0.0	0.0	0.0	0.0
9:00 AM	74.0	2.7	10.3	20.7	26.0	8.0	3.7	1.7	0.7	0.0	0.3	0.0	0.0	0.0
10:00 AM	63.0	2.3	6.3	18.3	24.0	6.7	2.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	75.7	1.0	8.0	25.7	25.0	8.3	4.3	2.7	0.3	0.0	0.3	0.0	0.0	0.0
12:00 PM	82.0	2.7	6.0	25.7	30.7	11.3	3.3	1.7	0.7	0.0	0.0	0.0	0.0	0.0
1:00 PM	69.3	2.0	6.0	20.3	28.7	10.7	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	77.7	3.0	6.7	21.7	32.7	8.7	2.7	1.7	0.7	0.0	0.0	0.0	0.0	0.0
3:00 PM	123.7	4.7	13.3	51.0	38.0	12.7	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	112.0	5.0	12.0	36.3	42.3	11.3	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	98.0	3.7	6.0	35.3	42.0	8.7	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.3
6:00 PM	80.7	3.0	6.7	30.0	28.7	8.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	52.0	2.0	7.0	18.0	17.0	6.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	47.7	1.7	3.0	18.3	19.0	3.3	1.7	0.0	0.0	0.3	0.3	0.0	0.0	0.0
9:00 PM	31.7	1.0	3.7	12.3	11.3	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	23.0	0.7	2.7	7.7	9.3	2.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 PM	14.7	0.3	2.0	4.0	6.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	1281.3	43.3	119.7	423.3	489.3	137.7	45.3	16.0	4.0	1.3	1.0	0.0	0.0	0.3

Percentile Speeds (mph)

10% 15% 50% 85% 90%
 19.1 20.7 25.4 30.3 32.0

10 mph Pace Speed Number in Pace

20.2 - 30.2
 2751 (71.6 %)
 Average
 Minimum
 Maximum
 25.6 mph
 5.1 mph
 88.8 mph

Speeds Exceeded

55 mph 65 mph 75 mph
 0.1 % 0.0 % 0.0 %
 4 1 1

Count

Study Grand Totals

mph	Study Grand Totals													
	0 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 200	
South Bound	Total	1763	44	173	502	602	260	118	47	11	4	2	0	0
		2.5%	9.8%	28.5%	34.1%	33.1%	14.7%	6.7%	2.7%	0.6%	0.2%	0.1%	0.0%	0.0%
North Bound	Total	2081	86	186	768	866	153	18	1	1	0	1	0	1
		4.1%	8.9%	36.9%	41.6%	41.6%	7.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Combined	Total	3844	130	359	1270	1468	413	136	48	12	4	3	0	1
		3.4%	9.3%	33.0%	38.2%	38.2%	10.7%	3.5%	1.2%	0.3%	0.1%	0.1%	0.0%	0.0%

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Speed on Sierra Vista West of Meridian

Description 1:
 Description 2:
 Description 3:

Speed Grand Totals East Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	2.3	0.3	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	1.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	5.3	0.3	3.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	14.3	0.7	10.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	15.7	2.0	9.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	19.3	3.3	12.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	15.0	4.3	8.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	16.3	5.0	10.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	12.7	3.0	7.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	18.3	3.0	12.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	14.7	2.0	10.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	16.3	5.0	9.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	29.0	8.3	18.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	25.7	7.3	15.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	25.3	6.3	16.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	26.7	4.3	19.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	21.3	5.3	14.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	18.3	3.7	13.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	8.0	1.7	6.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	6.7	1.7	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	2.7	1.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	316.3	69.7	206.7	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds (mph)

10% 15% 50% 85% 90%
 13.6 14.2 16.9 19.7 20.3

10 mph Pace Speed Number in Pace

12.4 - 22.4
 899 (94.7 %)
 Average
 Minimum
 Maximum
 17.0 mph
 6.7 mph
 24.1 mph

Speeds Exceeded

55 mph 65 mph 75 mph
 0.0 % 0.0 % 0.0 %
 0 0 0

Count

Study Grand Totals

mph	Total	Study Grand Totals												
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
East Bound	949	209	620	120	0	0	0	0	0	0	0	0	0	0
		22.0%	65.3%	12.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1:
Description 2:
Description 3:

Sierra Vista West of Meridian

Site: Sierra Vista West of Meridian
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Speed on Sierra Vista West of Meridian

Speed Grand Totals West Bound

mph	Hourly Averages													
	Total	0 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 200
12:00 AM	3.3	1.7	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	0.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.0	0.0	1.7	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.7	0.7	5.3	3.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	11.0	1.7	6.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	52.7	4.7	32.7	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	15.3	3.7	8.7	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	12.7	1.7	7.3	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	17.7	2.0	11.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	21.7	2.0	14.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	16.0	2.0	9.7	4.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	25.3	2.3	14.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	48.3	6.7	30.0	10.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	30.7	4.7	17.3	8.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	28.0	4.3	15.0	8.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	25.3	6.3	12.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	15.7	3.7	7.3	4.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	19.0	4.0	9.0	5.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	11.3	2.3	6.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	7.3	2.0	3.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.0	0.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	383.0	58.3	216.3	103.0	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)

10%	15%	50%	85%	90%
14.0	14.9	18.3	21.2	22.0

10 mph Pace Speed Number in Pace

13.3 - 23.3	18.2 mph
1026 (89.3 %)	6.4 mph
	31.7 mph

Speeds Exceeded

55 mph	65 mph	75 mph
0.0 %	0.0 %	0.0 %
0	0	0

Count

Study Grand Totals

mph	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Total	1149	175	649	309	15	1	0	0	0	0	0	0	0	
West Bound		15.2%	56.5%	26.9%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Description 1:
Description 2:
Description 3:

Site: Sierra Vista West of Meridi
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Speed on Sierra Vista West of Meridian

Speed Grand Totals Combined

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	5.7	2.0	2.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	3.0	1.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	1.7	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	10.3	0.3	5.3	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	25.0	1.3	15.7	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	26.7	3.7	16.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	72.0	8.0	45.3	18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	30.3	8.0	17.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	29.0	6.7	17.3	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	30.3	5.0	18.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	40.0	5.0	27.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	30.7	4.0	20.0	6.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	41.7	7.3	24.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	77.3	15.0	48.7	12.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	56.3	12.0	32.7	11.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	53.3	10.7	31.3	10.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	52.0	10.7	32.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	37.0	9.0	21.3	6.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	37.3	7.7	22.3	6.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	19.3	4.0	12.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	14.0	3.7	7.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	5.7	1.7	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	699.3	128.0	423.0	143.0	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds
(mph)

10%	15%	50%	85%	90%
13.8	14.6	17.7	20.6	21.3

10 mph Pace Speed
Number in Pace

12.4 - 22.4	17.7 mph
1911 (91.1 %)	6.4 mph
	31.7 mph

Speeds Exceeded

55 mph	65 mph	75 mph
0.0 %	0.0 %	0.0 %
0	0	0

Count

Study Grand Totals

mph	Study Grand Totals													
	0 - 20	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - < 200	
Total	949	209	620	120	0	0	0	0	0	0	0	0	0	
East Bound	22.0%	65.3%	12.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
West Bound	15.2%	56.5%	26.9%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Combined	384	1269	429	15	1	0	0	0	0	0	0	0	0	
	18.3%	60.5%	20.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Description 1:
Description 2:
Description 3:

Sierra Vista East of Meridian

Site: Sierra Vista East of Meridi
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Speed on Sierra Vista East of Meridian

Speed Grand Totals East Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	3.7	0.3	1.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	10.0	1.0	4.7	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	11.3	2.7	4.3	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	15.7	0.7	8.7	6.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	17.0	1.7	10.3	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	15.0	1.7	6.3	6.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	17.7	1.0	8.7	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	19.0	1.7	8.0	7.7	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	22.0	2.7	11.3	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	31.3	4.0	14.0	11.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	26.0	2.7	11.3	10.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	30.7	2.3	13.7	14.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	24.3	1.7	12.0	9.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	27.3	1.3	15.7	9.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	16.7	0.7	9.7	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	10.0	1.3	4.3	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	9.3	1.0	4.0	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	312.3	28.3	148.7	121.0	14.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds (mph)

10%	15%	50%	85%	90%
15.2	16.1	19.6	22.8	23.4

10 mph Pace Speed Number in Pace

15.0 - 25.0 812 (86.7 %)	19.4 mph 5.4 mph 36.3 mph
-----------------------------	---------------------------------

Speeds Exceeded

Count	55 mph 0.0 %	65 mph 0.0 %	75 mph 0.0 %
	0	0	0

Study Grand Totals

mph	Total	Study Grand Totals													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
East Bound	937	85 9.1%	446 47.6%	363 38.7%	42 4.5%	0 0.0%	1 0.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	

Description 1:
Description 2:
Description 3:

Sierra Vista East of Meridian

Site: Sierra Vista East of Meridi
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Speed on Sierra Vista East of Meridian

Speed Grand Totals West Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.0	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	8.0	0.0	4.7	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	12.0	0.3	4.7	6.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	13.7	1.0	6.0	6.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	19.0	1.0	6.7	10.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	21.0	1.7	10.3	8.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	15.3	1.7	6.3	6.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	17.3	0.7	7.7	8.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	17.0	2.7	7.7	7.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	19.7	1.7	8.3	8.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	17.3	3.7	7.7	5.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	22.3	2.3	11.7	7.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	24.7	1.7	12.0	10.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	22.3	0.3	11.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	22.3	2.0	8.7	11.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	16.0	0.7	7.3	7.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	9.7	0.3	4.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	12.7	0.3	7.7	4.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	5.3	0.3	1.0	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	2.0	0.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	300.3	22.3	134.7	133.3	9.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds (mph)

10%	15%	50%	85%	90%
15.6	16.6	19.8	22.9	23.5

10 mph Pace Speed Number in Pace

14.9 - 24.9	19.7 mph
807 (89.6 %)	7.1 mph
	30.5 mph

Speeds Exceeded

Count	55 mph	65 mph	75 mph
	0.0 %	0.0 %	0.0 %
	0	0	0

Study Grand Totals

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
West Bound	901	67 7.4%	404 44.8%	400 44.4%	28 3.1%	2 0.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%

Description 1:
Description 2:
Description 3:

Sierra Vista East of Meridian

Site: Sierra Vista East of Meridian
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Speed on Sierra Vista East of Meridian

Speed Grand Totals Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Hourly Averages														
12:00 AM	1.3	0.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	10.3	0.0	4.7	5.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	15.7	0.7	5.7	8.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	23.7	2.0	10.7	10.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	30.3	3.7	11.0	14.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	36.7	2.3	19.0	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	32.3	3.3	16.7	11.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	32.3	2.3	14.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	34.7	3.7	15.3	14.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	38.7	3.3	16.3	16.0	2.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	39.3	6.3	19.0	12.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	53.7	6.3	25.7	18.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	50.7	4.3	23.3	20.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	53.0	2.7	24.7	25.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	46.7	3.7	20.7	20.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	43.3	2.0	23.0	17.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	26.3	1.0	13.7	11.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	22.7	1.7	12.0	8.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	14.7	1.3	5.0	7.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	0.0	1.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	612.7	50.7	283.3	254.3	23.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph)

10%	15%	50%	85%	90%
15.4	16.4	19.7	22.8	23.5

10 mph Pace Speed Number in Pace

15.0 - 25.0 1616 (87.9 %)	19.5 mph 5.4 mph 36.3 mph
------------------------------	---------------------------------

Speeds Exceeded

55 mph	65 mph	75 mph
0.0 %	0.0 %	0.0 %
0	0	0

Count

Study Grand Totals

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
East Bound														
937	85	446	363	42	0	1	0	0	0	0	0	0	0	0
West Bound														
901	67	404	400	28	2	0	0	0	0	0	0	0	0	0
Combined														
1838	152	850	763	70	2	1	0	0	0	0	0	0	0	0
	8.3%	46.2%	41.5%	3.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1: Meridian South of Sierra Vista
 Description 2:
 Description 3:

Site: Meridian South of Sierra V
 Tuesday, 12/11/2012, 12:00:00 AM -
 Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Vehicle Type on Meridian South of Sierra Vista

Classification Grand Totals South Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages						<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double			
12:00 AM	4.7	0.0	2.0	2.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.7	0.0	1.7	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.0	0.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	4.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	17.0	0.0	8.3	6.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	42.0	0.0	23.0	15.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	66.7	0.7	42.7	16.0	0.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	102.7	0.7	55.3	34.7	0.7	11.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	75.7	0.0	40.3	25.0	0.3	9.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
10:00 AM	64.7	0.3	37.0	20.0	0.7	6.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	56.3	0.0	35.0	17.3	0.3	3.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	62.0	0.0	39.7	17.0	0.3	4.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
1:00 PM	49.3	1.0	32.0	12.3	0.0	3.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0
2:00 PM	47.3	0.7	31.3	11.0	0.3	3.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	77.3	0.0	41.3	24.0	1.3	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	65.7	0.0	37.7	21.0	0.7	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	54.3	0.0	34.7	13.0	0.0	6.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	66.3	0.0	40.0	20.3	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	40.0	0.3	25.7	10.3	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	30.0	0.0	20.3	9.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	24.7	0.0	13.7	8.3	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	16.7	0.0	10.3	5.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.3	0.0	6.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	980.0	3.7	583.3	292.3	5.0	92.0	0.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Study Grand Totals						<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double			
South Bound	2940	11	1750	877	15	276	1	0	10	0	0	0	0	0
		0.4%	59.5%	29.8%	0.5%	9.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

ISC-13-001 Sierra Vista/Meridian: 4-vway Traffic Evaluation Vehicle Type on Meridian South of Sierra Vista

Classification Grand Totals North Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages						<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double			
12:00 AM	7.3	0.0	6.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.7	0.0	1.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.3	0.0	1.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.7	0.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.0	0.0	4.3	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	15.7	0.3	13.7	1.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	31.3	0.3	22.3	5.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	80.7	0.0	51.3	25.7	0.0	2.7	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0
9:00 AM	38.3	0.3	26.7	7.3	0.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	41.7	0.0	28.3	8.3	0.3	4.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	52.3	0.7	35.0	12.7	0.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	59.7	0.3	43.7	11.0	0.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	56.0	0.0	40.7	11.3	0.0	3.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	72.3	0.0	53.3	13.3	0.3	4.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	110.3	0.7	70.7	32.3	2.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
4:00 PM	92.7	0.3	63.3	23.7	0.0	4.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
5:00 PM	100.3	0.7	74.0	20.3	0.0	5.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	71.3	0.3	54.0	13.7	0.0	3.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 PM	55.0	0.3	45.0	7.7	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	51.7	0.0	39.7	10.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	32.7	0.0	24.3	8.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	24.3	0.0	20.0	3.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	12.0	0.0	10.0	1.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	1021.0	4.3	734.0	221.3	5.0	51.3	0.7	0.0	4.0	0.0	0.0	0.0	0.0	0.3

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Study Grand Totals						<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double			
North Bound	3063	13	2202	664	15	154	2	0	12	0	0	0	0	1
		0.4%	71.9%	21.7%	0.5%	5.0%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1: Meridian South of Sierra Vista
 Description 2:
 Description 3:

Site: Meridian South of Sierra V
 Tuesday, 12/11/2012, 12:00:00 AM -
 Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Vehicle Type on Meridian South of Sierra Vista

Classification Grand Totals Combined

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages				4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double							
12:00 AM	12.0	0.0	8.3	3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.3	0.0	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.3	0.0	2.3	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	4.3	0.0	3.3	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	7.7	0.0	6.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	23.0	0.0	12.7	7.7	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	57.7	0.3	36.7	17.0	0.0	3.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	98.0	1.0	65.0	21.3	0.3	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	183.3	0.7	106.7	60.3	0.7	13.7	0.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	114.0	0.3	67.0	32.3	1.0	13.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	106.3	0.3	65.3	28.3	1.0	10.3	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	108.7	0.7	70.0	30.0	1.0	6.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	121.7	0.3	83.3	28.0	0.7	8.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	105.3	1.0	72.7	23.7	0.0	6.7	0.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	119.7	0.7	84.7	24.3	0.7	8.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	187.7	0.7	112.0	56.3	3.7	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
4:00 PM	158.3	0.3	101.0	44.7	0.7	11.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	154.7	0.7	108.7	33.3	0.0	11.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	137.7	0.3	94.0	34.0	0.0	9.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	95.0	0.7	70.7	18.0	0.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	81.7	0.0	60.0	19.7	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	57.3	0.0	38.0	16.3	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	41.0	0.0	30.3	9.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	19.3	0.0	16.0	2.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	2001.0	8.0	1317.3	513.7	10.0	143.3	1.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Study Grand Totals				4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double							
South Bound	2940	11	1750	877	15	276	1	0	10	0	0	0	0	0	0	0
North Bound	3063	0.4%	59.5%	29.8%	0.5%	9.4%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Combined	6003	0.4%	71.9%	21.7%	0.5%	5.0%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
		24	3952	1541	30	430	3	0	22	0	0	0	0	0	1	1
		0.4%	65.8%	25.7%	0.5%	7.2%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1: Meridian North of Sierra Vista
 Description 2:
 Description 3:

Site: Meridian North of Sierra Vista
 Tuesday, 12/11/2012, 12:00:00 AM -
 Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Vehicle Type on Meridian North of Sierra Vista

Classification Grand Totals South Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages					<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Multi						
12:00 AM	2.3	0.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.7	0.0	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	13.7	0.0	8.7	4.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	21.0	0.0	13.0	6.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	45.0	0.3	28.7	11.3	1.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	72.7	0.3	44.3	19.3	0.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	44.0	0.0	25.0	15.0	0.0	3.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	34.3	0.0	17.0	11.0	0.3	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	40.0	0.0	21.0	13.3	0.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	38.0	0.0	20.0	14.3	0.0	3.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	30.3	0.3	18.3	7.7	0.3	3.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	30.7	0.0	18.7	9.0	0.0	2.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	52.0	0.0	32.0	13.3	0.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	41.0	0.3	22.3	14.3	0.3	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	28.0	0.0	19.3	5.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	31.7	0.3	16.7	11.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	18.7	0.0	12.7	5.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	14.7	0.0	8.0	5.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	9.3	0.0	6.7	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	10.0	0.0	7.0	2.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.0	3.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	587.7	1.7	349.7	173.3	3.0	58.7	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Study Grand Totals					<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Multi						
South Bound	1763	5	1049	520	9	176	0	0	4	0	0.2%	0.0%	0.0%	0	0	0.0%
		0.3%	59.5%	29.5%	0.5%	10.0%	0.0%	0.0%	0.2%	0.0%						

Description 1:
Description 2:
Description 3:

Meridian North of Sierra Vista

Site: Meridian North of Sierra Vista
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Vehicle Type on Meridian North of Sierra Vista

Classification Grand Totals North Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages				<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double						
12:00 AM	4.7	0.0	4.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.3	0.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.3	0.0	0.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.0	0.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.0	0.0	5.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.3	0.0	9.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	23.0	0.0	18.0	1.7	1.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	44.3	0.0	32.0	9.3	0.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	30.0	0.0	21.3	5.0	0.7	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	28.7	0.0	18.0	6.7	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	35.7	0.0	28.0	4.3	0.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	44.0	0.0	30.0	9.3	0.7	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	39.0	0.0	29.7	5.0	0.0	4.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	47.0	0.3	32.7	9.0	1.0	3.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	71.7	0.0	50.0	14.0	4.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	71.0	0.0	49.3	16.7	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	70.0	1.0	55.7	10.7	0.0	2.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	49.0	0.0	38.3	9.0	0.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	33.3	0.0	27.0	5.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	33.0	0.0	26.0	5.0	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	22.3	0.0	18.7	3.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	13.0	0.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	10.7	0.0	8.7	1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	693.7	1.3	518.0	121.7	10.0	41.0	0.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Study Grand Totals				<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double						
North Bound	2081	4	1554	365	30	123	1	0	4	0	0	0	0	0	0
		0.2%	74.7%	17.5%	1.4%	5.9%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1: Meridian North of Sierra Vista
Description 2:
Description 3:

Site: Meridian North of Sierra Vi
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Vehicle Type on Meridian North of Sierra Vista

Classification Grand Totals Combined

Hourly Averages												
Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	>6 Axle Multi
12:00 AM	7.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.7	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.7	0.0	2.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.7	0.0	5.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	20.7	0.0	14.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	31.3	0.0	22.3	7.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	68.0	0.3	46.7	13.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	117.0	0.3	76.3	28.7	0.7	11.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	74.0	0.0	46.3	20.0	0.7	6.7	0.0	0.0	0.3	0.0	0.0	0.0
10:00 AM	63.0	0.0	35.0	17.7	1.3	9.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	75.7	0.0	49.0	17.7	1.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	82.0	0.0	50.0	23.7	0.7	7.0	0.3	0.0	0.3	0.0	0.0	0.0
1:00 PM	69.3	0.3	48.0	12.7	0.3	7.3	0.0	0.0	0.7	0.0	0.0	0.0
2:00 PM	77.7	0.3	51.3	18.0	1.0	6.3	0.0	0.0	0.7	0.0	0.0	0.0
3:00 PM	123.7	0.0	82.0	27.3	4.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	112.0	0.3	71.7	31.0	0.3	8.7	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	98.0	1.0	75.0	16.0	0.0	5.7	0.0	0.0	0.3	0.0	0.0	0.0
6:00 PM	80.7	0.3	55.0	20.3	0.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	52.0	0.0	39.7	10.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	47.7	0.0	34.0	10.3	0.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	31.7	0.0	25.3	5.7	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0
10:00 PM	23.0	0.0	18.0	4.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	14.7	0.0	11.7	2.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
ADT	1281.3	3.0	867.7	295.0	13.0	99.7	0.3	0.0	2.7	0.0	0.0	0.0

Study Grand Totals

Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	>6 Axle Multi
South Bound	1763	5	1049	520	9	176	0	0	4	0	0	0
North Bound	2081	4	1554	365	30	123	1	0	4	0	0	0
Combined	3844	9	2603	885	39	299	1	0	8	0	0	0
		0.2%	67.7%	23.0%	1.0%	7.8%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%

Description 1:
Description 2:
Description 3:

Site: Sierra Vista West of Meridian
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Vway Traffic Evaluation Vehicle Type on Sierra Vista West of Meridian

Classification Grand Totals East Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages						<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double			
12:00 AM	2.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	14.3	0.0	12.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	15.7	0.0	13.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	19.3	0.0	14.7	2.3	0.7	0.7	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	15.0	0.0	11.7	2.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	16.3	0.0	10.3	4.3	0.3	0.3	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	12.7	0.0	9.7	2.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	18.3	0.0	14.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	14.7	1.0	10.7	2.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	16.3	0.0	12.0	2.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	29.0	0.3	21.3	5.3	0.0	1.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
4:00 PM	25.7	0.0	20.3	3.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	25.3	0.0	21.7	2.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	26.7	0.0	22.0	4.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	21.3	0.0	18.0	3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	18.3	0.0	16.0	1.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.0	0.0	6.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	316.3	1.3	253.0	46.7	1.3	11.0	0.7	0.0	2.3	0.0	0.0	0.0	0.0	0.0

Study Grand Totals														
Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
949	4	759	140	4	33	2	0	7	0	0	0	0	0	
East Bound	0.4%	80.0%	14.8%	0.4%	3.5%	0.2%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Vehicle Type on Sierra Vista West of Meridian

Classification Grand Totals West Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages				4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double							
12:00 AM	3.3	0.0	3.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.0	0.0	3.0	1.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.7	0.3	7.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	11.0	0.0	9.3	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	52.7	0.0	38.3	12.7	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	15.3	0.0	12.0	1.7	0.3	0.7	0.7	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
10:00 AM	12.7	0.0	9.7	2.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	17.7	0.0	13.0	3.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	21.7	0.3	16.7	4.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	16.0	0.0	10.0	4.7	0.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	25.3	0.0	20.0	4.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	48.3	0.0	31.7	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
4:00 PM	30.7	0.0	22.3	6.7	1.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
5:00 PM	28.0	0.3	23.0	4.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	25.3	0.3	19.0	5.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	15.7	0.0	11.7	2.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	19.0	0.0	15.0	3.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	11.3	0.0	7.3	3.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	7.3	0.0	6.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.0	0.0	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	383.0	1.3	283.7	82.3	2.3	10.7	1.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Study Grand Totals				4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double							
West Bound	1149	4	851	247	7	32	3	0	5	0	0.4%	0.0%	0.0%	0	0	0.0%
		0.3%	74.1%	21.5%	0.6%	2.8%	0.3%	0.0%	0.4%	0.0%						

Description 1: Sierra Vista West of Meridian
Description 2:
Description 3:

Site: Sierra Vista West of Meridi
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Vehicle Type on Sierra Vista West of Meridian

Classification Grand Totals Combined

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages				<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double						
12:00 AM	5.7	0.0	5.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.7	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	10.3	0.0	6.3	3.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	25.0	0.3	19.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	26.7	0.0	23.0	3.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	72.0	0.0	53.0	15.0	1.0	1.3	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	30.3	0.0	23.7	4.0	0.7	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	29.0	0.0	20.0	6.3	0.7	1.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	30.3	0.0	22.7	5.7	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	40.0	0.3	31.3	7.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	30.7	1.0	20.7	6.7	0.0	1.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	41.7	0.0	32.0	7.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	77.3	0.3	53.0	21.3	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	56.3	0.0	42.7	10.0	1.3	2.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	53.3	0.3	44.7	7.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	52.0	0.3	41.0	9.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	37.0	0.0	29.7	5.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	37.3	0.0	31.0	5.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	19.3	0.0	13.7	5.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	14.0	0.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.7	0.0	5.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	699.3	2.7	536.7	129.0	3.7	21.7	1.7	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Study Grand Totals				<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double						
East Bound	949	4	759	140	4	33	2	0	7	0	0	0	0	0	0
West Bound	1149	4	851	247	7	32	3	0	5	0	0	0	0	0	0
Combined	2098	8	1610	387	11	65	5	0	12	0	0	0	0	0	0
		0.4%	76.7%	18.4%	0.5%	3.1%	0.2%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1:
Description 2:
Description 3:

Site: Sierra Vista East of Meridi
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Vehicle Type on Sierra Vista East of Meridian

Classification Grand Totals East Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages					<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Multi						
12:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	3.7	0.0	2.7	0.7	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	10.0	0.0	3.7	5.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	11.3	0.0	6.0	2.7	0.3	1.0	0.3	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	15.7	0.0	12.0	3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	17.0	0.0	11.7	3.7	0.0	1.0	0.3	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	15.0	0.0	9.0	5.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	17.7	0.0	14.3	3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	19.0	0.0	13.7	5.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	22.0	0.0	14.7	4.7	0.0	2.3	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	31.3	0.7	22.7	6.7	0.0	1.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
4:00 PM	26.0	0.0	18.0	6.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	30.7	0.3	19.3	8.0	0.0	2.7	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	24.3	0.0	19.3	3.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	27.3	0.0	23.3	3.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	16.7	0.0	13.3	3.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
9:00 PM	10.0	0.0	8.7	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	9.3	0.0	7.0	2.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	312.3	1.0	224.7	66.3	1.0	15.7	0.7	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
East Bound	937	3 0.3%	674 71.9%	199 21.2%	3 0.3%	47 5.0%	2 0.2%	0 0.0%	9 1.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%

Description 1: Sierra Vista East of Meridian
Description 2:
Description 3:

Site: Sierra Vista East of Meridi
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Vehicle Type on Sierra Vista East of Meridian

Classification Grand Totals West Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages				<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double						
12:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	8.0	0.0	3.7	3.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	12.0	0.0	7.3	3.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	13.7	0.0	9.7	2.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	19.0	0.0	14.7	3.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	21.0	0.3	15.7	3.7	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	15.3	0.0	12.7	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	17.3	0.0	13.0	3.0	0.0	1.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	17.0	0.0	11.7	4.0	0.0	0.3	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	19.7	0.0	14.7	4.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	17.3	0.0	11.3	3.3	1.0	1.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	22.3	0.0	15.3	5.0	1.0	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	24.7	0.0	17.3	5.0	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	22.3	0.0	16.0	6.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	22.3	0.0	18.0	4.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	16.0	0.0	12.0	2.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	9.7	0.0	8.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.7	0.0	8.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.3	0.0	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.0	0.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	300.3	0.3	218.7	63.0	5.3	11.0	0.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
West Bound	901	1	656	189	16	33	1	0	5	0	0	0	0	0
		0.1%	72.8%	21.0%	1.8%	3.7%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1: Sierra Vista East of Meridian
Description 2:
Description 3:

Site: Sierra Vista East of Meridi
Tuesday, 12/11/2012, 12:00:00 AM -
Thursday, 12/13/2012, 11:59:59 PM

ISC-13-001 Sierra Vista/Meridian: 4-Way Traffic Evaluation Vehicle Type on Sierra Vista East of Meridian

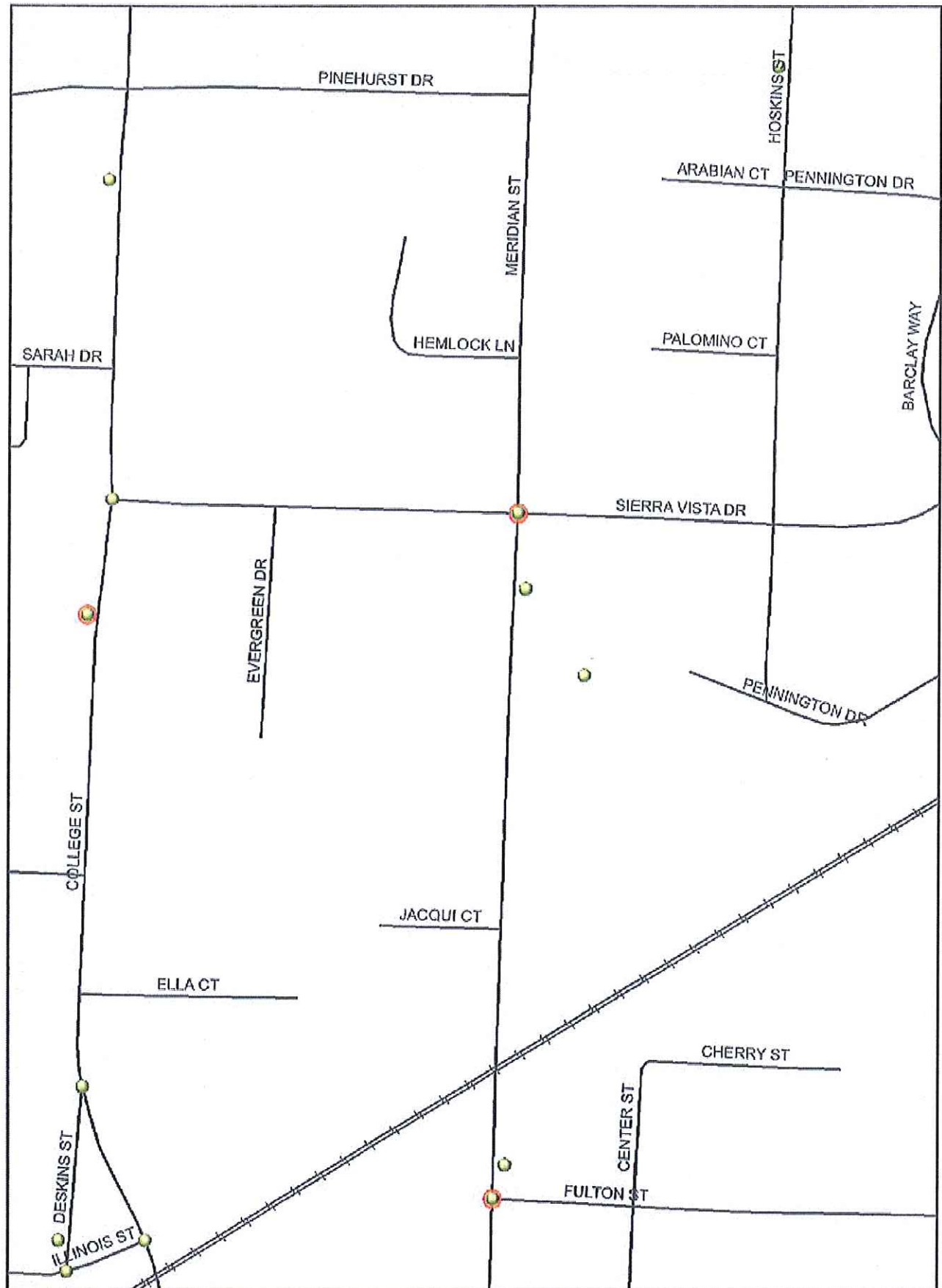
Classification Grand Totals Combined

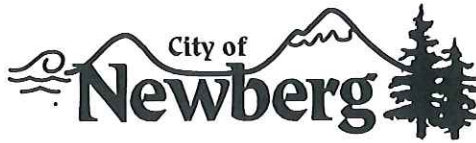
	Hourly Averages															
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi		
12:00 AM	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
1:00 AM	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
2:00 AM	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
3:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
4:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
5:00 AM	10.3	0.0	6.0	3.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
6:00 AM	15.7	0.0	10.0	4.3	0.0	1.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0		
7:00 AM	23.7	0.0	13.3	7.3	1.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:00 AM	30.3	0.0	20.7	6.0	0.7	1.7	0.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
9:00 AM	36.7	0.3	27.7	6.7	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
10:00 AM	32.3	0.0	24.3	6.0	0.0	1.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0		
11:00 AM	32.3	0.0	22.0	8.0	0.0	2.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0		
12:00 PM	34.7	0.0	26.0	7.0	0.0	0.7	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0		
1:00 PM	38.7	0.0	28.3	9.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
2:00 PM	39.3	0.0	26.0	8.0	1.0	3.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0		
3:00 PM	53.7	0.7	38.0	11.7	1.0	1.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0		
4:00 PM	50.7	0.0	35.3	11.0	1.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
5:00 PM	53.0	0.3	35.3	14.0	0.0	3.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0		
6:00 PM	46.7	0.0	37.3	7.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
7:00 PM	43.3	0.0	35.3	6.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:00 PM	26.3	0.0	21.3	4.7	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0		
9:00 PM	22.7	0.0	17.3	5.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
10:00 PM	14.7	0.0	12.0	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
11:00 PM	2.7	0.0	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
ADT	612.7	1.3	443.3	129.3	6.3	26.7	1.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0		

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
East Bound	937	3	674	199	3	47	2	0	9	0	0	0	0	0
		0.3%	71.9%	21.2%	0.3%	5.0%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%
West Bound	901	1	656	189	16	33	1	0	5	0	0	0	0	0
		0.1%	72.8%	21.0%	1.8%	3.7%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%
Combined	1838	4	1330	388	19	80	3	0	14	0	0	0	0	0
		0.2%	72.4%	21.1%	1.0%	4.4%	0.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%

TSC-13-001 Sierra Vista/Meridian Intersection Crash Data Mapping





MEMORANDUM

PUBLIC WORKS DEPARTMENT

Engineering Division

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132

Tel 503.537.1240 • Fax 503.537.1277

January 4, 2013

To: Newberg Traffic Safety Commission
Cc: Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *PC*
RE: TSC-13-002 \No Parking Request at Grocery Outlet Driveway on East First Street

On December 10, 2012, Mr. Ron Karstensen, visited the City Hall and expressed his concern that all the vehicles parked along East First Street are blocking his view to exit safely from the Grocery Outlet driveway to East First Street (see **Figure 1** below).

Figure 1 –Location of Grocery Outlet Driveway at East First Street

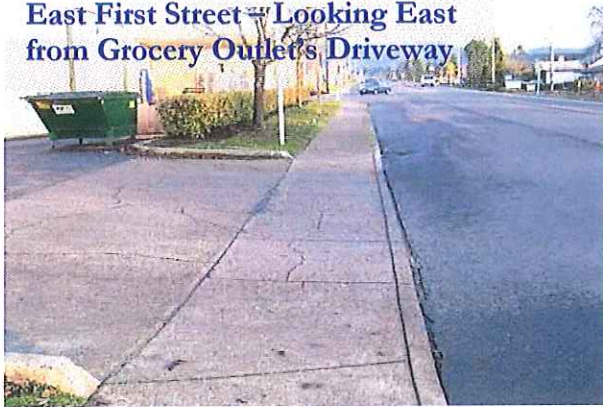


Mr. Karstensen requested that on-street parking on East First Street be prohibited at or near said driveway (see the following photographs for a sense of perspectives).

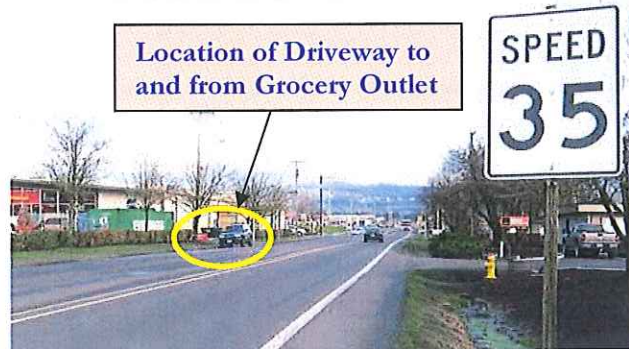
“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

East First Street – Looking East
from Grocery Outlet's Driveway



East First Street – Looking East



East First Street – Looking East



East First Street – Looking East



East First Street – Looking East



East First Street – Looking West
from Driveway



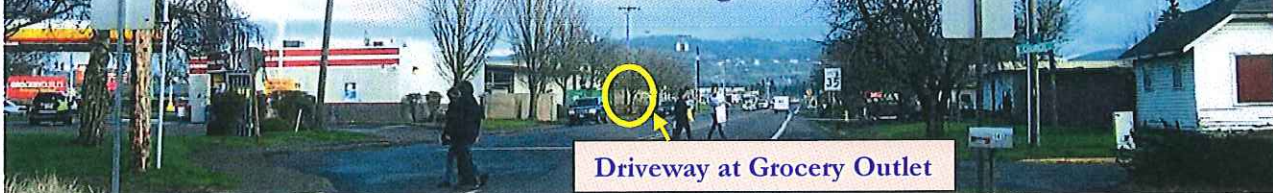
East First Street – Looking East
from Driveway



East First Street – Looking West
from Driveway

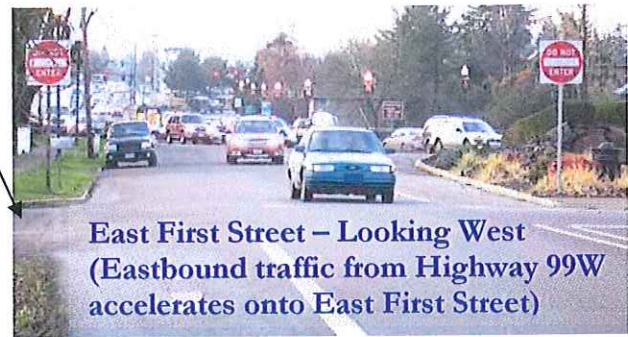


East First Street – Looking East



“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”



Staff conducted a site visit and also collected a 2-day traffic data from January 2nd through 4th, 2013. The traffic data is summarized in the following tables:

Traffic Data on E. First Street		
Block	Between Church Street and the Grocery Outlet Driveway	
85% Speed	Westbound	Eastbound
	25.7 MPH	42.7 MPH
ADT =	284 (3.8%)	7,246 (96.2%)
AM Peak =	27 (11:00AM)	591 (7:00AM)
PM Peak =	31 (4:00PM)	617 (4:00PM)

Vehicle Crash Data in Last Five (5) Years				
Incident Date	Motor Vehicle Crash	Location	Comment	Injury
3/29/2008 (Sat)	1	Villa/First	Written warning	0
4/13/2008 (Sun)	1	E First/Church	Written warning	0
5/22/2008 (Thu)	1	Villa/First	Written warning	0
12/30/2008 (Tue)	1	E First/Church	Written warning	0
2/26/2009 (Thu)	1	Villa/First	Written warning	0
11/9/2010 (Tue)	1	Villa/First	CAD report only	0
11/26/2010 (Fri)	1	E First/Villa	Report Required	0
2/7/2011 (Mon)	1	1500 E First	Vehicle on fire	0
7/28/2011 (Thu)	1	1500 E First	Vehicle on fire	0
8/18/2011 (Thu)	1	E First/Church	Vehicle on fire	0
4/23/2012 (Mon)	1	E First/Villa	Report Required	0
4/27/2012 (Fri)	1	E First/Church	CAD report only	0
6/5/2012 (Tue)	1	E First/Villa	Report Required	0
10/16/2012 (Tue)	1	E First/Villa	Report Required	0

Traffic volume on East First Street is high for the eastbound lane with an average daily traffic (ADT) over 7,200. East First Street is posted at 35 MPH. The 85 percentile speed for the eastbound traffic was recorded at almost 43 MPH during the same period of time is also high and unsafe for pedestrians. Staff noticed pedestrians crossing East First Street at the Church Street intersection. Gaps in traffic flow created by the Highway 99W traffic signals in Newberg downtown area allow pedestrians to cross the street. Crash data in the last five (5) years reveals no major concerns on East First Street between Church Street and Villa Road given the high traffic counts on East First Street.

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

The stopping sight distance at 35 MPH on wet pavement is at about 250 feet. If a vehicle pulls out of the Grocery Outlet driveway, an approaching vehicle from the west near the Church Street intersection should see the pulled out vehicle and have sufficient time to brake and avoid a collision. Similarly, an approaching vehicle from the east near Walgreens (before the Villa Road intersection) should also have sufficient time to brake. Drivers waiting for their turns to exit the Grocery Outlet parking lot would not have opportunities to pull out safely when the approaching vehicles from either direction of East First Street are getting closer to the driveway.

Eliminating on-street parking up to 50 feet east and west of the entrance/exit of the Grocery Outlet parking lot should provide some relief and improve the visual clearance. To eliminate all on-street parking would not be necessary. Thank you.

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

Description 1: 219 Hwy 99 split (2 day)

Description 2:

Description 3:

Site: 219 Hwy 99 split (2 day)

Wednesday, 01/02/2013, 2:00:00 PM -

Friday, 01/04/2013, 2:00:00 PM

Volume Grand Totals

Average Hourly Volumes			
	East Bound	West Bound	Combined
12:00 AM	21.5	1.5	23.0
1:00 AM	23.0	1.0	24.0
2:00 AM	11.0	1.5	12.5
3:00 AM	35.5	4.5	40.0
4:00 AM	63.0	4.5	67.5
5:00 AM	204.5	8.0	212.5
6:00 AM	409.0	8.5	417.5
7:00 AM	583.0	11.5	594.5
8:00 AM	463.0	13.0	476.0
9:00 AM	446.5	10.0	456.5
10:00 AM	408.0	14.0	422.0
11:00 AM	560.5	20.5	581.0
12:00 PM	565.5	20.5	586.0
1:00 PM	559.0	17.5	576.5
2:00 PM	447.0	16.0	463.0
3:00 PM	479.5	17.0	496.5
4:00 PM	570.0	23.0	593.0
5:00 PM	587.0	22.5	609.5
6:00 PM	261.0	14.0	275.0
7:00 PM	178.5	12.5	191.0
8:00 PM	124.0	10.5	134.5
9:00 PM	130.5	12.5	143.0
10:00 PM	77.0	13.5	90.5
11:00 PM	38.5	6.0	44.5
ADT	7246.0	284.0	7530.0

Study Grand Totals

East Bound	West Bound	Combined
14492	568	15060
96.2 %	3.8 %	

on East First Street betw Church St & Villa Rd

Description 1: 219 Hwy 99 split (2 day)

Description 2:

Description 3:

Site: 219 Hwy 99 split (2 day)
Wednesday, 01/02/2013, 2:00:00 PM -
Thursday, 01/03/2013, 2:00:00 PM

Volume Grand Totals

Average Hourly Volumes			
	East Bound	West Bound	Combined
12:00 AM	19.0	2.0	21.0
1:00 AM	22.0	2.0	24.0
2:00 AM	14.0	2.0	16.0
3:00 AM	26.0	4.0	30.0
4:00 AM	61.0	5.0	66.0
5:00 AM	211.0	8.0	219.0
6:00 AM	406.0	6.0	412.0
7:00 AM	591.0	11.0	602.0
8:00 AM	427.0	18.0	445.0
9:00 AM	411.0	7.0	418.0
10:00 AM	396.0	15.0	411.0
11:00 AM	569.0	14.0	583.0
12:00 PM	550.0	24.0	574.0
1:00 PM	570.0	23.0	593.0
2:00 PM	418.0	16.0	434.0
3:00 PM	377.0	19.0	396.0
4:00 PM	523.0	15.0	538.0
5:00 PM	571.0	21.0	592.0
6:00 PM	283.0	17.0	300.0
7:00 PM	192.0	15.0	207.0
8:00 PM	124.0	8.0	132.0
9:00 PM	113.0	13.0	126.0
10:00 PM	61.0	10.0	71.0
11:00 PM	37.0	5.0	42.0
ADT	6972.0	280.0	7252.0

Study Grand Totals

East Bound	West Bound	Combined
6972	280	7252
96.1 %	3.9 %	

on East First Street betw Church St & Villa Rd

Description 1: 219 Hwy 99 split (2 day)

Description 2:

Description 3:

Site: 219 Hwy 99 split (2 day)
Thursday, 01/03/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Volume Grand Totals

Average Hourly Volumes			
	East Bound	West Bound	Combined
12:00 AM	24.0	1.0	25.0
1:00 AM	24.0	0.0	24.0
2:00 AM	8.0	1.0	9.0
3:00 AM	45.0	5.0	50.0
4:00 AM	65.0	4.0	69.0
5:00 AM	198.0	8.0	206.0
6:00 AM	412.0	11.0	423.0
7:00 AM	575.0	12.0	587.0
8:00 AM	499.0	8.0	507.0
9:00 AM	482.0	13.0	495.0
10:00 AM	420.0	13.0	433.0
11:00 AM	552.0	27.0	579.0
12:00 PM	581.0	17.0	598.0
1:00 PM	548.0	12.0	560.0
2:00 PM	476.0	16.0	492.0
3:00 PM	582.0	15.0	597.0
4:00 PM	617.0	31.0	648.0
5:00 PM	603.0	24.0	627.0
6:00 PM	239.0	11.0	250.0
7:00 PM	165.0	10.0	175.0
8:00 PM	124.0	13.0	137.0
9:00 PM	148.0	12.0	160.0
10:00 PM	93.0	17.0	110.0
11:00 PM	40.0	7.0	47.0
ADT	7520.0	288.0	7808.0

Study Grand Totals		
East Bound	West Bound	Combined
7520	288	7808
96.3 %	3.7 %	

Description 1:
Description 2:
Description 3:

219 Hwy 99 split (2 day)

Site: 219 Hwy 99 split (2 day)
Wednesday, 01/02/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Speed Grand Totals
East Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	21.5	0.5	1.0	2.0	3.0	2.0	5.5	4.5	2.0	0.0	0.5	0.0	0.0	0.5	
1:00 AM	23.0	1.5	3.0	3.0	3.0	5.5	6.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	11.0	0.5	0.5	0.0	1.0	2.5	5.0	0.0	0.0	0.0	1.0	0.5	0.0	0.0	
3:00 AM	35.5	2.0	3.5	1.0	3.5	10.0	11.5	1.5	1.0	0.0	1.0	0.0	0.0	0.5	
4:00 AM	63.0	3.0	2.0	3.5	7.0	18.0	23.0	4.0	1.5	1.0	0.0	0.0	0.0	0.0	
5:00 AM	204.5	6.5	11.0	16.0	20.5	66.5	60.0	15.0	4.5	2.0	2.0	0.0	0.5	0.0	
6:00 AM	409.0	14.5	16.0	42.5	63.0	129.0	88.5	24.0	19.0	9.5	0.5	1.5	1.0	0.0	
7:00 AM	583.0	24.0	18.0	84.0	103.0	124.5	112.5	46.5	36.0	19.0	12.0	1.5	1.5	0.5	
8:00 AM	463.0	17.0	25.0	67.5	80.0	77.5	106.5	38.5	21.0	18.0	8.5	1.5	1.0	1.0	
9:00 AM	446.5	20.0	17.0	75.0	77.5	77.0	81.0	42.0	27.0	18.0	3.0	5.0	1.5	2.5	
10:00 AM	408.0	16.0	17.0	72.5	59.0	80.0	83.0	38.5	23.0	9.5	4.5	3.0	0.5	1.5	
11:00 AM	560.5	27.5	31.0	112.5	84.5	82.5	93.5	50.5	37.5	21.5	7.0	7.0	3.0	2.5	
12:00 PM	565.5	20.5	31.5	115.0	96.0	79.5	81.5	52.5	46.0	23.5	10.0	4.0	3.0	2.5	
1:00 PM	559.0	26.0	31.5	102.5	99.5	89.5	83.5	54.0	35.5	21.5	9.5	3.0	0.5	2.5	
2:00 PM	447.0	17.0	22.5	60.0	80.5	125.5	80.0	29.5	13.5	8.0	5.5	2.0	0.5	2.5	
3:00 PM	479.5	15.0	26.5	91.5	71.0	110.0	89.5	31.5	23.5	9.5	5.5	2.5	0.5	3.0	
4:00 PM	570.0	29.0	27.5	115.5	84.5	141.0	89.0	41.5	25.5	10.5	4.0	1.0	0.5	0.5	
5:00 PM	587.0	19.5	20.5	146.0	89.0	126.0	91.0	52.5	24.0	11.5	4.5	1.5	0.5	0.5	
6:00 PM	261.0	4.5	11.0	48.5	42.0	65.5	48.5	23.0	9.0	5.5	2.5	0.0	0.5	0.5	
7:00 PM	178.5	4.0	11.5	24.0	27.5	56.0	33.5	9.0	7.5	3.0	1.0	0.5	0.0	1.0	
8:00 PM	124.0	0.0	8.0	17.5	23.5	23.5	29.0	10.5	7.0	3.0	1.5	0.5	0.0	0.0	
9:00 PM	130.5	3.5	6.5	23.5	20.5	32.5	27.0	8.0	6.0	1.5	1.0	0.0	0.5	0.0	
10:00 PM	77.0	2.0	10.5	10.0	10.0	15.0	20.5	4.0	2.0	1.0	1.0	0.0	0.0	1.0	
11:00 PM	38.5	2.0	6.5	7.0	5.0	8.0	6.5	3.0	0.5	0.0	0.0	0.0	0.0	0.0	
ADT	7246.0	276.0	359.0	1240.5	1154.0	1547.0	1356.0	584.5	372.5	197.0	86.0	35.0	15.5	23.0	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
20.7 22.7 32.4 41.6 45.0

10 mph Pace Speed
Number in Pace

29.5 - 39.5
5825 (40.2 %)
Average
Minimum
Maximum
32.1 mph
5.0 mph
96.5 mph

Speeds Exceeded

55 mph 65 mph 75 mph
2.2 % 0.5 % 0.2 %
319 77 30

Count

Study Grand Totals

mph	Total	Study Grand Totals												
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
East Bound	14492	552	718	2481	2308	3094	2712	1169	745	394	172	70	31	46
		3.8%	5.0%	17.1%	15.9%	21.3%	18.7%	8.1%	5.1%	2.7%	1.2%	0.5%	0.2%	0.3%

Description 1:
Description 2:
Description 3:

Site: 219 Hwy 99 split (2 day)
Wednesday, 01/02/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Plan Data for TSC-13-002
on East First Street betw Church St & Villa Rd

Speed Grand Totals
West Bound

mph	Total	Hourly Averages													
		0 - 0 - 15	15 - 15 - 20	20 - 20 - 25	25 - 25 - 30	30 - 30 - 35	35 - 35 - 40	40 - 40 - 45	45 - 45 - 50	50 - 50 - 55	55 - 55 - 60	60 - 60 - 65	65 - 65 - 70	70 - 70 - 200	
12:00 AM	1.5	0.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	1.5	0.0	1.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	4.5	1.0	3.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	4.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	8.0	1.5	4.0	1.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	8.5	1.5	5.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	
7:00 AM	11.5	3.0	5.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	13.0	4.5	3.5	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	10.0	2.5	2.0	2.5	1.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	1.0	
10:00 AM	14.0	1.5	4.5	5.0	2.0	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	
11:00 AM	20.5	3.5	7.0	4.5	3.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	2.0	
12:00 PM	20.5	6.0	7.5	4.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
1:00 PM	17.5	4.0	5.5	4.5	1.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	1.5	
2:00 PM	16.0	1.5	5.0	4.0	3.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	1.0	0.0	
3:00 PM	17.0	2.5	7.0	4.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	23.0	4.0	8.0	4.0	4.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	
5:00 PM	22.5	4.5	7.5	8.0	2.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	
6:00 PM	14.0	2.5	4.0	4.5	2.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	
7:00 PM	12.5	1.5	4.5	4.5	1.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	
8:00 PM	10.5	0.5	5.5	3.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	12.5	0.5	7.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	13.5	1.5	7.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	6.0	0.0	4.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	284.0	50.0	110.5	73.0	35.5	1.0	0.5	0.0	0.5	2.0	1.0	1.0	2.5	6.5	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
13.4 14.5 19.1 25.5 27.0

10 mph Pace Speed
Number in Pace

13.6 - 23.6
384 (67.6 %)
Average
Minimum
Maximum
21.6 mph
5.0 mph
92.7 mph

Speeds Exceeded

55 mph 65 mph 75 mph
3.9 % 3.2 % 2.1 %
Count 22 18 12

Study Grand Totals

mph	Total	Study Grand Totals													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
West Bound	568	100	221	146	71	2	1	0	1	4	2	2	5	13	
		17.6%	38.9%	25.7%	12.5%	0.4%	0.2%	0.0%	0.2%	0.7%	0.4%	0.4%	0.9%	2.3%	

Description 1:
Description 2:
Description 3:

Site: 219 Hwy 99 split (2 day)
Wednesday, 01/02/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

on East First Street betw Church St & Villa Rd

Speed Grand Totals
Combined

mph	Total	Hourly Averages													
		0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200	
12:00 AM	23.0	0.5	2.0	2.5	3.0	2.0	5.5	4.5	2.0	0.0	0.5	0.0	0.0	0.5	
1:00 AM	24.0	2.0	3.0	3.5	3.0	5.5	6.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	12.5	0.5	1.5	0.0	1.5	2.5	5.0	0.0	0.0	0.0	1.0	0.5	0.0	0.0	
3:00 AM	40.0	3.0	6.5	1.5	3.5	10.0	11.5	1.5	1.0	0.0	1.0	0.0	0.0	0.5	
4:00 AM	67.5	4.5	3.5	5.0	7.0	18.0	23.0	4.0	1.5	1.0	0.0	0.0	0.0	0.0	
5:00 AM	212.5	8.0	15.0	17.5	21.5	66.5	60.0	15.0	4.5	2.0	2.0	0.0	0.5	0.0	
6:00 AM	417.5	16.0	21.0	44.0	63.0	129.0	88.5	24.0	19.0	9.5	0.5	2.0	1.0	0.0	
7:00 AM	594.5	27.0	23.5	86.0	104.0	124.5	112.5	46.5	36.0	19.0	12.0	1.5	1.5	0.5	
8:00 AM	476.0	21.5	28.5	71.5	81.0	77.5	106.5	38.5	21.0	18.0	8.5	1.5	1.0	1.0	
9:00 AM	456.5	22.5	19.0	77.5	79.0	77.0	81.0	42.0	27.0	18.0	3.0	5.5	1.5	3.5	
10:00 AM	422.0	17.5	21.5	77.5	61.0	80.0	83.0	38.5	23.5	10.0	4.5	3.0	0.5	1.5	
11:00 AM	581.0	31.0	38.0	117.0	87.5	82.5	93.5	50.5	37.5	22.0	7.0	7.0	3.0	4.5	
12:00 PM	586.0	26.5	39.0	119.5	97.5	79.5	81.5	52.5	46.0	23.5	10.0	4.0	3.0	3.5	
1:00 PM	576.5	30.0	37.0	107.0	100.5	89.5	83.5	54.0	35.5	22.0	9.5	3.0	1.0	4.0	
2:00 PM	463.0	18.5	27.5	64.0	84.0	126.0	80.5	29.5	13.5	8.0	5.5	2.0	1.5	2.5	
3:00 PM	496.5	17.5	33.5	96.0	74.0	110.0	89.5	31.5	23.5	9.5	5.5	2.5	0.5	3.0	
4:00 PM	593.0	33.0	35.5	119.5	89.0	141.5	89.0	41.5	25.5	10.5	4.0	1.0	1.5	1.5	
5:00 PM	609.5	24.0	28.0	154.0	91.0	126.0	91.0	52.5	24.0	12.0	4.5	1.5	0.5	0.5	
6:00 PM	275.0	7.0	15.0	53.0	44.5	65.5	48.5	23.0	9.0	5.5	3.0	0.0	0.5	0.5	
7:00 PM	191.0	5.5	16.0	28.5	29.0	56.0	33.5	9.0	7.5	3.0	1.5	0.5	0.0	1.0	
8:00 PM	134.5	0.5	13.5	21.0	24.5	23.5	29.0	10.5	7.0	3.0	1.5	0.5	0.0	0.0	
9:00 PM	143.0	4.0	13.5	27.5	21.5	32.5	27.0	8.0	6.0	1.5	1.0	0.0	0.5	0.0	
10:00 PM	90.5	3.5	17.5	12.0	13.0	15.0	20.5	4.0	2.0	1.0	1.0	0.0	0.0	1.0	
11:00 PM	44.5	2.0	10.5	8.0	6.0	8.0	6.5	3.0	0.5	0.0	0.0	0.0	0.0	0.0	
ADT	7530.0	326.0	469.5	1313.5	1189.5	1548.0	1356.5	584.5	373.0	199.0	87.0	36.0	18.0	29.5	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
19.6 22.0 32.0 41.4 44.8

10 mph Pace Speed
Number in Pace

29.5 - 39.5
5830 (38.7 %)
Average
Minimum
Maximum
31.7 mph
5.0 mph
96.5 mph

Speeds Exceeded

55 mph 65 mph 75 mph
2.3 % 0.6 % 0.3 %
341 95 42

Count

Study Grand Totals

mph	Total	Study Grand Totals													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
East Bound	14492	552 3.8%	718 5.0%	2481 17.1%	2308 15.9%	3094 21.3%	2712 18.7%	1169 8.1%	745 5.1%	394 2.7%	172 1.2%	70 0.5%	31 0.2%	46 0.3%	
West Bound	568	100 17.6%	221 38.9%	146 25.7%	71 12.5%	2 0.4%	1 0.2%	0 0.0%	1 0.2%	4 0.7%	2 0.4%	2 0.4%	5 0.9%	13 2.3%	
Combined	15060	652 4.3%	939 6.2%	2627 17.4%	2379 15.8%	3096 20.6%	2713 18.0%	1169 7.8%	746 5.0%	398 2.6%	174 1.2%	72 0.5%	36 0.2%	59 0.4%	

Description 1:
Description 2:
Description 3:

Site: 219 Hwy 99 split (2 day)
Wednesday, 01/02/2013, 1:08:16 PM -
Friday, 01/04/2013, 2:01:54 PM

on East First Street betw Church St & Villa Rd

Speed Grand Totals
East Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	21.5	0.5	1.0	2.0	3.0	2.0	5.5	4.5	2.0	0.0	0.5	0.0	0.0	0.5	
1:00 AM	23.0	1.5	3.0	3.0	3.0	5.5	6.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	11.0	0.5	0.5	0.0	1.0	2.5	5.0	0.0	0.0	0.0	1.0	0.5	0.0	0.0	
3:00 AM	35.5	2.0	3.5	1.0	3.5	10.0	11.5	1.5	1.0	0.0	1.0	0.0	0.0	0.5	
4:00 AM	63.0	3.0	2.0	3.5	7.0	18.0	23.0	4.0	1.5	1.0	0.0	0.0	0.0	0.0	
5:00 AM	204.5	6.5	11.0	16.0	20.5	66.5	60.0	15.0	4.5	2.0	2.0	0.0	0.5	0.0	
6:00 AM	409.0	14.5	16.0	42.5	63.0	129.0	88.5	24.0	19.0	9.5	0.5	1.5	1.0	0.0	
7:00 AM	583.0	24.0	18.0	84.0	103.0	124.5	112.5	46.5	36.0	19.0	12.0	1.5	1.5	0.5	
8:00 AM	463.0	17.0	25.0	67.5	80.0	77.5	106.5	38.5	21.0	18.0	8.5	1.5	1.0	1.0	
9:00 AM	446.5	20.0	17.0	75.0	77.5	77.0	81.0	42.0	27.0	18.0	3.0	5.0	1.5	2.5	
10:00 AM	408.0	16.0	17.0	72.5	59.0	80.0	83.0	38.5	23.0	9.5	4.5	3.0	0.5	1.5	
11:00 AM	560.5	27.5	31.0	112.5	84.5	82.5	93.5	50.5	37.5	21.5	7.0	7.0	3.0	2.5	
12:00 PM	565.5	20.5	31.5	115.0	96.0	79.5	81.5	52.5	46.0	23.5	10.0	4.0	3.0	2.5	
1:00 PM	484.0	21.0	26.7	78.0	81.3	105.0	80.0	40.3	24.3	15.7	7.0	2.3	0.7	1.7	
2:00 PM	303.3	11.3	15.0	42.0	54.0	85.0	53.7	20.7	9.3	5.3	3.7	1.3	0.3	1.7	
3:00 PM	479.5	15.0	26.5	91.5	71.0	110.0	89.5	31.5	23.5	9.5	5.5	2.5	0.5	3.0	
4:00 PM	570.0	29.0	27.5	115.5	84.5	141.0	89.0	41.5	25.5	10.5	4.0	1.0	0.5	0.5	
5:00 PM	587.0	19.5	20.5	146.0	89.0	126.0	91.0	52.5	24.0	11.5	4.5	1.5	0.5	0.5	
6:00 PM	261.0	4.5	11.0	48.5	42.0	65.5	48.5	23.0	9.0	5.5	2.5	0.0	0.5	0.5	
7:00 PM	178.5	4.0	11.5	24.0	27.5	56.0	33.5	9.0	7.5	3.0	1.0	0.5	0.0	1.0	
8:00 PM	124.0	0.0	8.0	17.5	23.5	23.5	29.0	10.5	7.0	3.0	1.5	0.5	0.0	0.0	
9:00 PM	130.5	3.5	6.5	23.5	20.5	32.5	27.0	8.0	6.0	1.5	1.0	0.0	0.5	0.0	
10:00 PM	77.0	2.0	10.5	10.0	10.0	15.0	20.5	4.0	2.0	1.0	1.0	0.0	0.0	1.0	
11:00 PM	38.5	2.0	6.5	7.0	5.0	8.0	6.5	3.0	0.5	0.0	0.0	0.0	0.0	0.0	
ADT	7027.3	265.3	346.7	1198.0	1109.3	1522.0	1326.2	562.0	357.2	188.5	81.7	33.7	15.5	21.3	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
20.8 22.7 32.4 41.4 44.9

10 mph Pace Speed
Number in Pace

29.4 - 39.4
6044 (40.7 %)
Average
Minimum
Maximum
32.1 mph
5.0 mph
96.5 mph

Speeds Exceeded

55 mph 65 mph 75 mph
2.2 % 0.5 % 0.2 %
Count 323 78 30

Study Grand Totals

mph	Total	Study Grand Totals													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
East Bound	14842	563	735	2516	2354	3234	2786	1185	748	398	174	71	32	46	
		3.8%	5.0%	17.0%	15.9%	21.8%	18.8%	8.0%	5.0%	2.7%	1.2%	0.5%	0.2%	0.3%	

Description 1:
Description 2:
Description 3:

Site: 219 Hwy 99 split (2 day)
Wednesday, 01/02/2013, 1:08:16 PM -
Friday, 01/04/2013, 2:01:54 PM

Frame Data for 150-15-002
on East First Street betw Church St & Villa Rd

Speed Grand Totals
West Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	1.5	0.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	1.5	0.0	1.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	4.5	1.0	3.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	4.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	8.0	1.5	4.0	1.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	8.5	1.5	5.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	
7:00 AM	11.5	3.0	5.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	13.0	4.5	3.5	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	10.0	2.5	2.0	2.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.0	
10:00 AM	14.0	1.5	4.5	5.0	2.0	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	
11:00 AM	20.5	3.5	7.0	4.5	3.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	2.0	
12:00 PM	20.5	6.0	7.5	4.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
1:00 PM	16.3	3.0	6.0	4.3	1.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	1.0	
2:00 PM	11.0	1.0	3.3	2.7	2.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.7	0.0	
3:00 PM	17.0	2.5	7.0	4.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	23.0	4.0	8.0	4.0	4.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	
5:00 PM	22.5	4.5	7.5	8.0	2.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	
6:00 PM	14.0	2.5	4.0	4.5	2.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	
7:00 PM	12.5	1.5	4.5	4.5	1.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	
8:00 PM	10.5	0.5	5.5	3.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	12.5	0.5	7.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	13.5	1.5	7.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	6.0	0.0	4.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	277.8	48.5	109.3	71.5	35.0	0.8	0.3	0.0	0.5	1.8	1.0	1.0	2.0	6.0	

Percentile Speeds (mph)					
	10%	15%	50%	85%	90%
	13.5	14.6	19.0	25.5	27.0

10 mph Pace Speed Number in Pace			
	Average	Minimum	Maximum
	13.6 - 23.6 395 (67.8 %)	21.6 mph 5.0 mph 92.7 mph	

Speeds Exceeded			
	Count	Percentage	Speed
	22	3.8 %	55 mph
	18	3.1 %	65 mph
	12	2.1 %	75 mph

	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
mph	Total	583	101	228	150	74	1	0	1	4	2	2	5	13
West Bound			17.3%	39.1%	25.7%	12.7%	0.3%	0.2%	0.7%	0.3%	0.3%	0.9%	2.2%	

Description 1:
Description 2:
Description 3:

219 Hwy 99 split (2 day)

Site: 219 Hwy 99 split (2 day)
Wednesday, 01/02/2013, 1:08:16 PM -
Friday, 01/04/2013, 2:01:54 PM

Speed Grand Totals Combined

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	23.0	2.0	2.5	3.0	2.0	5.5	4.5	2.0	0.0	0.5	0.0	0.0	0.5
12:00 AM	23.0	0.5	2.0	3.0	2.0	5.5	4.5	2.0	0.0	0.5	0.0	0.0	0.5
1:00 AM	24.0	2.0	3.0	3.5	3.0	5.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	12.5	0.5	1.5	0.0	1.5	2.5	5.0	0.0	0.0	1.0	0.5	0.0	0.0
3:00 AM	40.0	3.0	6.5	1.5	3.5	10.0	11.5	1.5	1.0	1.0	0.0	0.0	0.5
4:00 AM	67.5	4.5	3.5	5.0	7.0	18.0	23.0	4.0	1.5	1.0	0.0	0.0	0.0
5:00 AM	212.5	8.0	15.0	17.5	21.5	66.5	60.0	4.5	2.0	2.0	0.0	0.5	0.0
6:00 AM	417.5	16.0	21.0	44.0	63.0	129.0	88.5	24.0	19.0	9.5	2.0	1.0	0.0
7:00 AM	594.5	27.0	23.5	86.0	104.0	124.5	112.5	46.5	19.0	12.0	1.5	1.5	0.5
8:00 AM	476.0	21.5	28.5	71.5	81.0	77.5	106.5	38.5	21.0	8.5	1.5	1.0	1.0
9:00 AM	456.5	22.5	19.0	77.5	79.0	77.0	81.0	42.0	18.0	3.0	5.5	1.5	3.5
10:00 AM	422.0	17.5	21.5	77.5	61.0	80.0	83.0	38.5	10.0	4.5	3.0	0.5	1.5
11:00 AM	581.0	31.0	38.0	117.0	87.5	82.5	93.5	37.5	22.0	7.0	7.0	3.0	4.5
12:00 PM	586.0	26.5	39.0	119.5	97.5	79.5	81.5	46.0	23.5	10.0	4.0	3.0	3.5
1:00 PM	500.3	24.0	32.7	82.3	82.7	105.0	80.0	24.3	16.0	7.0	2.3	1.0	2.7
2:00 PM	314.3	12.3	18.3	44.7	56.7	85.3	54.0	20.7	9.3	3.7	1.3	1.0	1.7
3:00 PM	496.5	17.5	33.5	96.0	74.0	110.0	89.5	31.5	23.5	5.5	2.5	0.5	3.0
4:00 PM	593.0	33.0	35.5	119.5	89.0	141.5	89.0	41.5	10.5	4.0	1.0	1.5	1.5
5:00 PM	609.5	24.0	28.0	154.0	91.0	126.0	91.0	52.5	24.0	4.5	1.5	0.5	0.5
6:00 PM	275.0	7.0	15.0	53.0	44.5	65.5	48.5	23.0	9.0	3.0	0.0	0.5	0.5
7:00 PM	191.0	5.5	16.0	28.5	29.0	56.0	33.5	9.0	7.5	1.5	0.5	0.0	1.0
8:00 PM	134.5	0.5	13.5	21.0	24.5	23.5	29.0	10.5	7.0	1.5	0.5	0.0	0.0
9:00 PM	143.0	4.0	13.5	27.5	21.5	32.5	27.0	8.0	1.5	1.0	0.0	0.5	0.0
10:00 PM	90.5	3.5	17.5	12.0	13.0	15.0	20.5	4.0	2.0	1.0	0.0	0.0	1.0
11:00 PM	44.5	2.0	10.5	8.0	6.0	8.0	6.5	3.0	0.5	0.0	0.0	0.0	0.0
ADT	7305.2	313.8	456.0	1269.5	1144.3	1522.8	1326.5	562.0	357.7	82.7	34.7	17.5	27.3

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
19.6 22.0 32.0 41.2 44.7

10 mph Pace Speed
Number in Pace

29.4 - 39.4
6049 (39.2 %)
Average
Minimum
Maximum
31.7 mph
5.0 mph
96.5 mph

Speeds Exceeded

55 mph 65 mph 75 mph
2.2 % 0.6 % 0.3 %
345 96 42
Count

Study Grand Totals

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	14842	563	735	2516	3234	2786	1185	748	398	174	71	32	46
East Bound	3.8%	5.0%	17.0%	15.9%	21.8%	18.8%	8.0%	5.0%	2.7%	1.2%	0.5%	0.2%	0.3%
West Bound	17.3%	39.1%	25.7%	12.7%	0.3%	0.2%	0.0%	0.2%	0.7%	0.3%	0.3%	0.9%	2.2%
Combined	4.3%	6.2%	17.3%	15.7%	21.0%	18.1%	7.7%	4.9%	2.6%	1.1%	0.5%	0.2%	0.4%

Description 1:
Description 2:
Description 3:

219 Hwy 99 split (2 day)

Site: 219 Hwy 99 split (2 day)
Thursday, 01/03/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Speed Grand Totals
East Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	24.0	1.0	1.0	1.0	2.0	1.0	9.0	4.0	3.0	0.0	1.0	0.0	0.0	1.0	
1:00 AM	24.0	0.0	2.0	5.0	3.0	3.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	8.0	0.0	1.0	0.0	1.0	1.0	2.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	
3:00 AM	45.0	3.0	3.0	2.0	4.0	12.0	14.0	3.0	1.0	0.0	2.0	0.0	0.0	1.0	
4:00 AM	65.0	3.0	2.0	5.0	10.0	15.0	22.0	4.0	2.0	2.0	0.0	0.0	0.0	0.0	
5:00 AM	198.0	8.0	9.0	19.0	25.0	57.0	52.0	15.0	6.0	3.0	4.0	0.0	0.0	0.0	
6:00 AM	412.0	19.0	12.0	41.0	68.0	134.0	79.0	21.0	21.0	13.0	1.0	3.0	0.0	0.0	
7:00 AM	575.0	25.0	18.0	81.0	100.0	120.0	116.0	49.0	32.0	18.0	13.0	1.0	1.0	1.0	
8:00 AM	499.0	22.0	21.0	89.0	89.0	74.0	95.0	44.0	29.0	22.0	8.0	2.0	2.0	2.0	
9:00 AM	482.0	22.0	17.0	100.0	81.0	76.0	75.0	49.0	33.0	18.0	3.0	3.0	2.0	3.0	
10:00 AM	420.0	14.0	23.0	90.0	70.0	64.0	75.0	34.0	29.0	12.0	4.0	3.0	1.0	1.0	
11:00 AM	552.0	30.0	31.0	107.0	89.0	81.0	82.0	48.0	42.0	21.0	8.0	10.0	2.0	1.0	
12:00 PM	581.0	20.0	26.0	115.0	98.0	96.0	87.0	55.0	41.0	20.0	9.0	7.0	5.0	2.0	
1:00 PM	548.0	17.0	32.0	84.0	107.0	95.0	85.0	49.0	40.0	22.0	14.0	2.0	0.0	1.0	
2:00 PM	476.0	20.0	19.0	78.0	84.0	108.0	83.0	38.0	19.0	13.0	7.0	2.0	1.0	4.0	
3:00 PM	582.0	14.0	32.0	146.0	90.0	84.0	89.0	52.0	41.0	15.0	10.0	4.0	0.0	5.0	
4:00 PM	617.0	26.0	29.0	150.0	97.0	114.0	81.0	59.0	38.0	17.0	6.0	0.0	0.0	0.0	
5:00 PM	603.0	19.0	22.0	159.0	98.0	107.0	80.0	62.0	31.0	14.0	7.0	2.0	1.0	1.0	
6:00 PM	239.0	6.0	8.0	46.0	41.0	54.0	45.0	23.0	8.0	7.0	1.0	0.0	0.0	0.0	
7:00 PM	165.0	2.0	12.0	26.0	24.0	49.0	30.0	7.0	11.0	3.0	1.0	0.0	0.0	0.0	
8:00 PM	124.0	0.0	7.0	18.0	25.0	22.0	24.0	11.0	7.0	6.0	3.0	1.0	0.0	0.0	
9:00 PM	148.0	6.0	4.0	34.0	28.0	28.0	24.0	9.0	9.0	3.0	2.0	0.0	1.0	0.0	
10:00 PM	93.0	3.0	12.0	10.0	15.0	14.0	27.0	3.0	4.0	2.0	2.0	0.0	0.0	1.0	
11:00 PM	40.0	0.0	4.0	13.0	4.0	8.0	7.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	
ADT	7520.0	280.0	347.0	1419.0	1253.0	1417.0	1293.0	643.0	448.0	231.0	108.0	41.0	16.0	24.0	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
21.0 22.7 32.1 42.7 46.0

10 mph Pace Speed
Number in Pace

21.9 - 31.9
2801 (37.2 %)
Average
Minimum
Maximum
32.3 mph
5.1 mph
96.5 mph

Speeds Exceeded

55 mph 65 mph 75 mph
2.5 % 0.5 % 0.2 %
Count 189 40 14

Study Grand Totals

mph	Total	Study Grand Totals													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
East Bound	7520	280	347	1419	1253	1417	1293	643	448	231	108	41	16	24	
		3.7%	4.6%	18.9%	16.7%	18.8%	17.2%	8.6%	6.0%	3.1%	1.4%	0.5%	0.2%	0.3%	

Description 1: 219 Hwy 99 split (2 day)
 Description 2:
 Description 3:

Site: 219 Hwy 99 split (2 day)
 Thursday, 01/03/2013, 2:00:00 PM -
 Friday, 01/04/2013, 2:00:00 PM

Plan Data for TSC-13-002
 on East First Street betw Church St & Villa Rd

Speed Grand Totals
 West Bound

mph	Total	Hourly Averages													
		0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200	
12:00 AM	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	5.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	4.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	8.0	3.0	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	11.0	3.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	
7:00 AM	12.0	4.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	8.0	4.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	13.0	5.0	2.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	
10:00 AM	13.0	1.0	6.0	2.0	2.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	
11:00 AM	27.0	4.0	10.0	3.0	5.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	4.0	
12:00 PM	17.0	4.0	6.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	
1:00 PM	12.0	2.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	
2:00 PM	16.0	2.0	4.0	4.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	
3:00 PM	15.0	3.0	8.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	31.0	4.0	11.0	6.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	
5:00 PM	24.0	7.0	7.0	7.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	11.0	5.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	10.0	2.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	13.0	1.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	12.0	1.0	8.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	17.0	2.0	7.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	7.0	0.0	4.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	288.0	60.0	115.0	58.0	32.0	2.0	0.0	0.0	1.0	3.0	0.0	2.0	5.0	10.0	

Percentile Speeds
 (mph)

10% 15% 50% 85% 90%
 12.9 14.0 18.4 25.7 27.9

10 mph Pace Speed
 Number in Pace

13.3 - 23.3
 189 (65.6 %)
 Average
 Minimum
 Maximum
 22.5 mph
 5.3 mph
 90.7 mph

Speeds Exceeded

55 mph 65 mph 75 mph
 5.9 % 5.2 % 3.5 %
 17 15 10

Count

Study Grand Totals

mph	Total	Study Grand Totals													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
West Bound	288	60	115	58	32	2	0	0	1	3	0	2	5	10	
		20.8%	39.9%	20.1%	11.1%	0.7%	0.0%	0.0%	0.3%	1.0%	0.0%	0.7%	1.7%	3.5%	

Description 1:
Description 2:
Description 3:

219 Hwy 99 split (2 day)

Site: 219 Hwy 99 split (2 day)
Thursday, 01/03/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Speed Grand Totals Combined

mph	Total	Hourly Averages																							
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 75	75 - < 80	80 - < 85	85 - < 90	90 - < 95	95 - < 100	100 - < 105	105 - < 110	110 - < 115	115 - < 120	120 - < 125	125 - < 130
12:00 AM	25.0	1.0	1.0	2.0	2.0	1.0	9.0	4.0	3.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	24.0	0.0	2.0	5.0	3.0	3.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	9.0	0.0	2.0	0.0	1.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	50.0	4.0	6.0	3.0	4.0	12.0	14.0	3.0	1.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	69.0	5.0	2.0	7.0	10.0	15.0	22.0	4.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	206.0	11.0	11.0	20.0	27.0	57.0	52.0	15.0	6.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	423.0	22.0	18.0	42.0	68.0	134.0	79.0	21.0	21.0	13.0	1.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	587.0	29.0	23.0	84.0	100.0	120.0	116.0	49.0	32.0	18.0	13.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
8:00 AM	507.0	26.0	23.0	90.0	90.0	74.0	95.0	44.0	29.0	22.0	8.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
9:00 AM	495.0	27.0	19.0	102.0	82.0	76.0	75.0	49.0	33.0	18.0	3.0	4.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
10:00 AM	433.0	15.0	29.0	92.0	72.0	64.0	75.0	34.0	30.0	13.0	4.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
11:00 AM	579.0	34.0	41.0	110.0	94.0	81.0	82.0	48.0	42.0	22.0	8.0	10.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
12:00 PM	598.0	24.0	32.0	118.0	101.0	96.0	87.0	55.0	41.0	20.0	9.0	7.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
1:00 PM	560.0	19.0	39.0	84.0	107.0	95.0	85.0	49.0	40.0	23.0	14.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
2:00 PM	492.0	22.0	23.0	82.0	87.0	109.0	83.0	38.0	19.0	13.0	7.0	2.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
3:00 PM	597.0	17.0	40.0	149.0	91.0	84.0	89.0	52.0	41.0	15.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	648.0	30.0	40.0	156.0	102.0	115.0	81.0	59.0	38.0	17.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	627.0	26.0	29.0	166.0	101.0	107.0	80.0	62.0	31.0	14.0	7.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
6:00 PM	250.0	11.0	10.0	50.0	41.0	54.0	45.0	23.0	8.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	175.0	4.0	18.0	28.0	24.0	49.0	30.0	7.0	11.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	137.0	1.0	15.0	22.0	25.0	22.0	24.0	11.0	7.0	6.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	160.0	7.0	12.0	36.0	29.0	28.0	24.0	9.0	9.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	110.0	5.0	19.0	14.0	19.0	14.0	27.0	3.0	4.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	47.0	0.0	8.0	15.0	5.0	8.0	7.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	7808.0	340.0	462.0	1477.0	1285.0	1419.0	1293.0	643.0	449.0	234.0	108.0	43.0	21.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0	34.0

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
19.8 22.1 31.6 42.6 46.0

10 mph Pace Speed
Number in Pace

21.9 - 31.9
2868 (36.7 %)
Average
Minimum
Maximum
31.9 mph
5.1 mph
96.5 mph

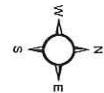
Speeds Exceeded

55 mph 65 mph 75 mph
2.6 % 0.7 % 0.3 %
Count 206 55 24

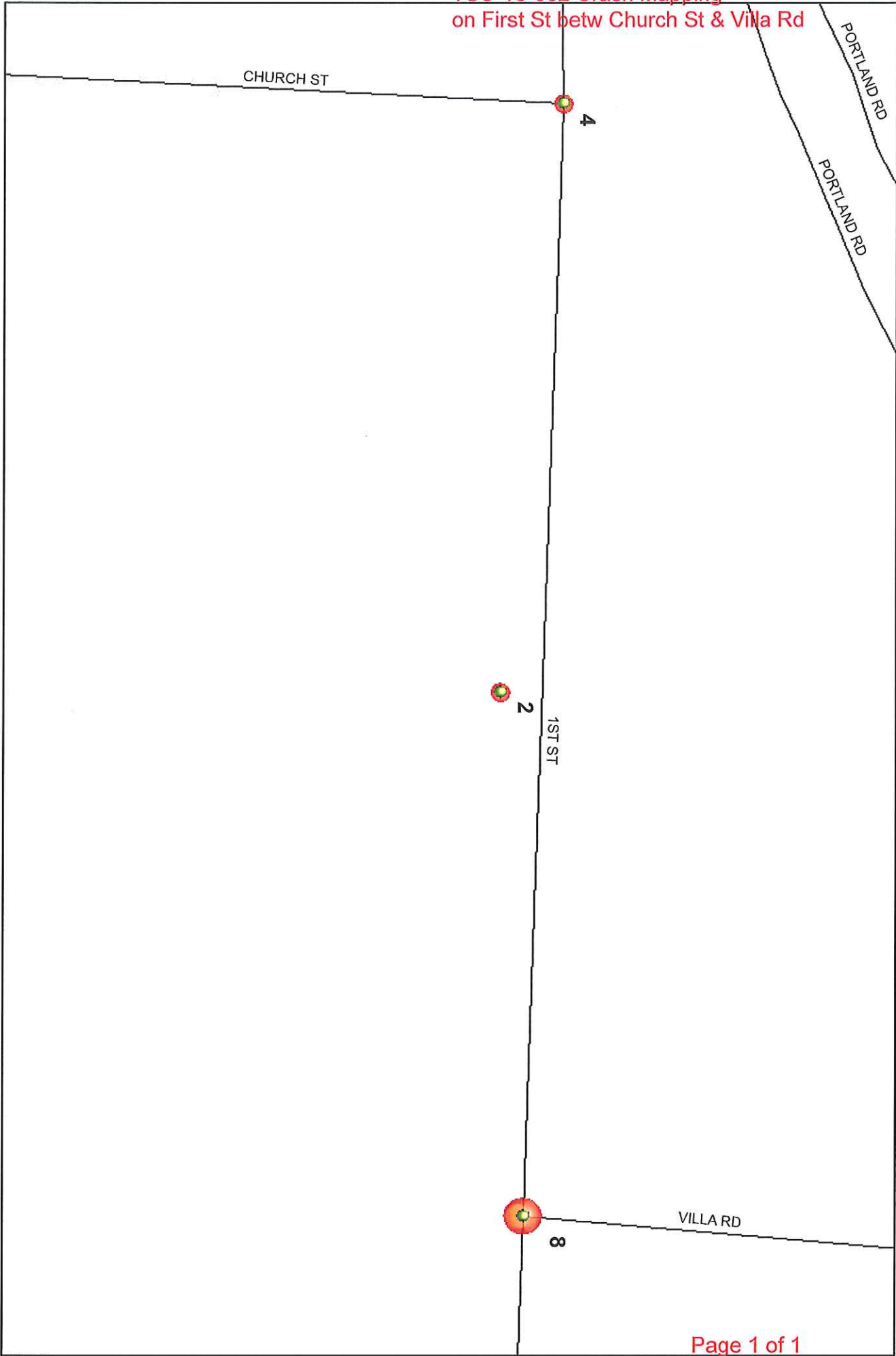
Study Grand Totals

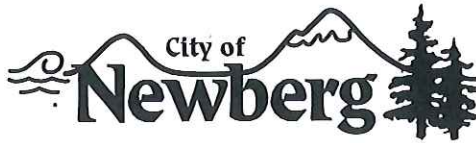
mph	Total																								
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 75	75 - < 80	80 - < 85	85 - < 90	90 - < 95	95 - < 100	100 - < 105	105 - < 110	110 - < 115	115 - < 120	120 - < 125	125 - < 130
East Bound	7520	280	347	1419	1253	1417	1293	643	448	231	108	41	16	24	24	24	24	24	24	24	24	24	24	24	24
West Bound	288	60	115	58	32	2	0	0	0	3	0	2	5	10	10	10	10	10	10	10	10	10	10	10	10
Combined	7808	340	462	1477	1285	1419	1293	643	449	234	108	43	21	34	34	34	34	34	34	34	34	34	34	34	34
		4.4%	5.9%	18.9%	16.5%	18.2%	16.6%	8.2%	5.8%	3.0%	1.4%	0.6%	0.3%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%

ISC-13-002 Crash Mapping
on First St betw Church St & Villa Rd



Legend
 Accidents





MEMORANDUM

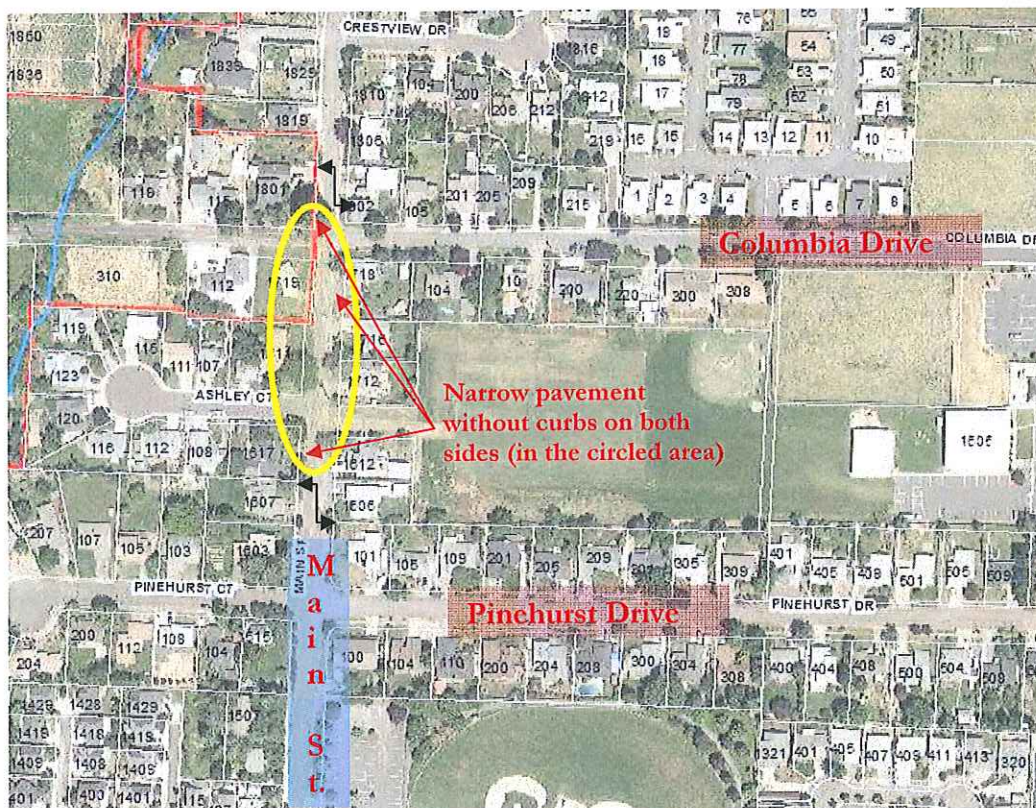
PUBLIC WORKS DEPARTMENT Engineering Division

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

January 4, 2013

To: Newberg Traffic Safety Commission
Cc: Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *PLC*
RE: TSC-13-004 \No Parking Request for the 1600th Block of N. Main Street between Pinehurst Drive and Columbia Drive

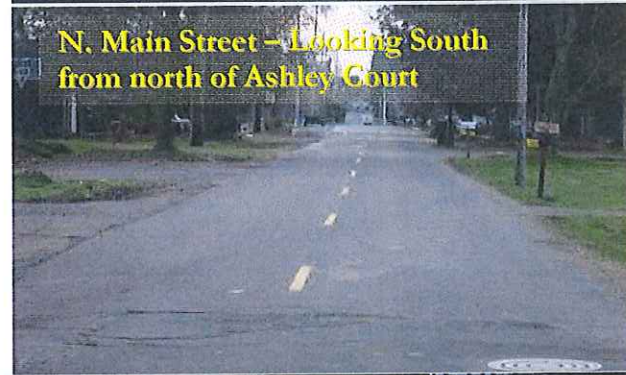
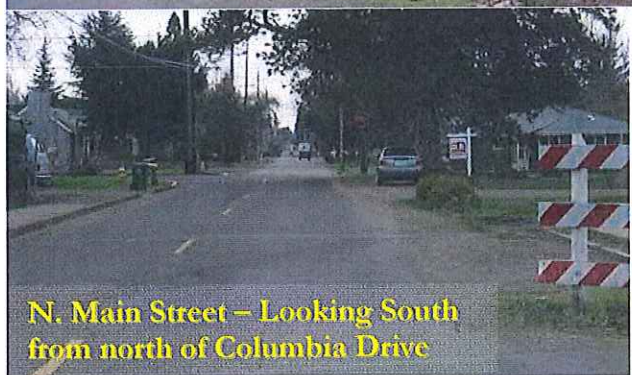
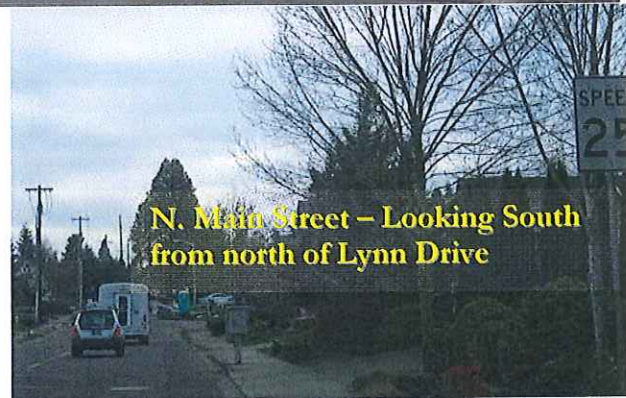
On November 7, 2012, Ms. Stacey Ruiz who lives on N. Main Street, visited the City Hall and expressed her concern regarding vehicles that were parked along the narrow N. Main Street between Pinehurst Drive and Columbia Drive. She said that these parked vehicles made it difficult for her to back out of her driveway. Parked vehicles also reduce the effective pavement width for travel lanes and may force some vehicles to straddle onto the gravel shoulder.



“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

Ms. Ruiz requested that no parking be installed along the narrow segment of N. Main Street for safety and to allow an unhindered distance to back out from the driveway. The following photographs show the existing conditions on N. Main Street.



“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

Staff also collected a 2-day traffic data from January 2nd through 4th, 2013. The traffic data is summarized in the following tables:

Traffic Data on N. Main Street		
Block	Between Pinehurst Drive and Columbia Drive	
85% Speed	Northbound	Southbound
	29.8 MPH	31.8 MPH
ADT =	819 (60%)	878 (40%)
AM Peak =	73 (11:00AM)	75 (11:00AM)
PM Peak =	97 (3:00PM)	89 (4:00PM)

N. Main Street is posted at 25 MPH in each direction. The 85 percentile speed was recorded at 31.8 MPH for the southbound lane. Speeding could potentially become a major issue without periodic speed enforcement.

Traffic volume is moderately high at an average daily traffic (ADT) over 800 in each direction on N. Main Street. This is a challenge where residential developments have been growing in the northwest areas of the City that create an increase in traffic flow on N. Main Street.

N. Main Street, by functional classification, is a major collector and should not allow on-street parking unless parking lanes are provided. Curbing on-street parking on traditionally residential streets could be difficult. The parking issue has to be addressed when streets are fully improved and widened in future. Any solution such as to install no parking signs along a narrow pavement area would be a band-aid approach. Thank you.

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

Description 1:
Description 2:
Description 3:

at the 1600th block of N. Main Street between Pinehurst Drive and Columbia Drive
Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Wednesday, 01/02/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Volume Grand Totals

Average Hourly Volumes			
	South Bound	North Bound	Combined
12:00 AM	5.0	9.0	14.0
1:00 AM	2.0	1.5	3.5
2:00 AM	2.0	3.5	5.5
3:00 AM	3.5	2.0	5.5
4:00 AM	2.0	4.5	6.5
5:00 AM	9.5	11.0	20.5
6:00 AM	24.0	15.0	39.0
7:00 AM	34.0	29.0	63.0
8:00 AM	46.0	36.5	82.5
9:00 AM	50.0	42.0	92.0
10:00 AM	53.5	47.5	101.0
11:00 AM	68.5	60.5	129.0
12:00 PM	62.5	61.0	123.5
1:00 PM	50.5	52.5	103.0
2:00 PM	63.0	57.5	120.5
3:00 PM	57.5	85.5	143.0
4:00 PM	81.5	80.5	162.0
5:00 PM	65.5	93.5	159.0
6:00 PM	47.0	64.5	111.5
7:00 PM	27.0	40.0	67.0
8:00 PM	25.5	32.5	58.0
9:00 PM	23.0	26.0	49.0
10:00 PM	11.0	13.5	24.5
11:00 PM	4.5	9.0	13.5
ADT	818.5	878.0	1696.5

Study Grand Totals		
South Bound	North Bound	Combined
1637	1756	3393
48.2 %	51.8 %	

Description 1:
Description 2:
Description 3:

at the 1600th block of N. Main Street between Pinehurst Drive and Columbia Drive
Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Wednesday, 01/02/2013, 2:00:00 PM -
Thursday, 01/03/2013, 2:00:00 PM

Volume Grand Totals

Average Hourly Volumes			
	South Bound	North Bound	Combined
12:00 AM	6.0	13.0	19.0
1:00 AM	1.0	1.0	2.0
2:00 AM	2.0	2.0	4.0
3:00 AM	4.0	3.0	7.0
4:00 AM	1.0	5.0	6.0
5:00 AM	12.0	13.0	25.0
6:00 AM	27.0	19.0	46.0
7:00 AM	41.0	25.0	66.0
8:00 AM	47.0	43.0	90.0
9:00 AM	49.0	37.0	86.0
10:00 AM	50.0	57.0	107.0
11:00 AM	75.0	73.0	148.0
12:00 PM	62.0	64.0	126.0
1:00 PM	53.0	50.0	103.0
2:00 PM	73.0	52.0	125.0
3:00 PM	62.0	74.0	136.0
4:00 PM	74.0	74.0	148.0
5:00 PM	75.0	92.0	167.0
6:00 PM	51.0	70.0	121.0
7:00 PM	29.0	34.0	63.0
8:00 PM	22.0	31.0	53.0
9:00 PM	21.0	27.0	48.0
10:00 PM	7.0	14.0	21.0
11:00 PM	3.0	7.0	10.0
ADT	847.0	880.0	1727.0

Study Grand Totals		
South Bound	North Bound	Combined
847	880	1727
49.0 %	51.0 %	

Description 1:
Description 2:
Description 3:

at the 1600th block of N. Main Street between Pinehurst Drive and Columbia Drive
Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Thursday, 01/03/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Volume Grand Totals

Average Hourly Volumes			
	South Bound	North Bound	Combined
12:00 AM	4.0	5.0	9.0
1:00 AM	3.0	2.0	5.0
2:00 AM	2.0	5.0	7.0
3:00 AM	3.0	1.0	4.0
4:00 AM	3.0	4.0	7.0
5:00 AM	7.0	9.0	16.0
6:00 AM	21.0	11.0	32.0
7:00 AM	27.0	33.0	60.0
8:00 AM	45.0	30.0	75.0
9:00 AM	51.0	47.0	98.0
10:00 AM	57.0	38.0	95.0
11:00 AM	62.0	48.0	110.0
12:00 PM	63.0	58.0	121.0
1:00 PM	48.0	55.0	103.0
2:00 PM	53.0	63.0	116.0
3:00 PM	53.0	97.0	150.0
4:00 PM	89.0	87.0	176.0
5:00 PM	56.0	95.0	151.0
6:00 PM	43.0	59.0	102.0
7:00 PM	25.0	46.0	71.0
8:00 PM	29.0	34.0	63.0
9:00 PM	25.0	25.0	50.0
10:00 PM	15.0	13.0	28.0
11:00 PM	6.0	11.0	17.0
ADT	790.0	876.0	1666.0

Study Grand Totals		
South Bound	North Bound	Combined
790	876	1666
47.4 %	52.6 %	

Description 1:
Description 2:
Description 3:

Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Wednesday, 01/02/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Speed Grand Totals
South Bound

mph	Hourly Averages													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Total	5.0	0.0	2.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 AM	5.0	0.0	2.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	2.0	0.0	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	2.0	0.0	0.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	3.5	0.0	0.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	2.0	0.0	0.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	9.5	0.0	2.5	3.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	24.0	1.0	5.5	8.5	4.0	1.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	
7:00 AM	34.0	0.0	3.0	15.5	3.0	2.5	0.5	1.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	46.0	1.0	4.5	10.0	15.5	8.0	3.5	2.5	1.0	0.0	0.0	0.0	0.0	
9:00 AM	50.0	1.0	5.5	15.0	16.0	10.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	
10:00 AM	53.5	0.5	4.5	13.5	27.0	6.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	68.5	1.5	6.5	24.0	20.5	9.5	5.0	1.5	0.0	0.0	0.0	0.0	0.0	
12:00 PM	62.5	1.0	4.5	18.0	24.0	10.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	50.5	0.5	5.0	14.0	21.0	6.5	1.5	2.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	63.0	1.5	4.0	19.5	22.5	9.0	3.5	3.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	57.5	3.5	6.0	22.0	19.5	3.5	2.0	0.5	0.5	0.0	0.0	0.0	0.0	
4:00 PM	81.5	0.5	8.5	25.0	30.0	8.5	6.0	3.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	65.5	0.5	6.5	24.0	18.5	9.0	3.5	2.0	1.0	0.5	0.0	0.0	0.0	
6:00 PM	47.0	0.5	2.5	18.0	17.0	6.5	1.5	0.5	0.5	0.0	0.0	0.0	0.0	
7:00 PM	27.0	1.0	2.0	8.0	10.0	4.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	
8:00 PM	25.5	0.0	3.0	8.5	9.0	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	
9:00 PM	23.0	0.0	2.0	7.5	7.5	4.0	1.5	0.0	0.0	0.5	0.0	0.0	0.0	
10:00 PM	11.0	0.0	1.5	4.0	5.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	4.5	0.0	0.5	0.0	2.0	1.0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	
ADT	818.5	14.0	75.0	258.0	292.5	110.5	39.5	22.5	5.0	1.5	0.0	0.0	0.0	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
19.8 21.0 26.1 31.8 33.9

10 mph Pace Speed
Number in Pace

20.5 - 30.5
1106 (67.6 %)
Average
Minimum
Maximum
26.5 mph
6.0 mph
52.6 mph

Speeds Exceeded

55 mph 65 mph 75 mph
0.0 % 0.0 % 0.0 %
Count 0 0 0

Study Grand Totals

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
South Bound	1637	28	150	516	585	221	79	45	10	3	0	0	0	0
		1.7%	9.2%	31.5%	35.7%	13.5%	4.8%	2.7%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%

Description 1:
Description 2:
Description 3:

Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Wednesday, 01/02/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Speed Grand Totals
North Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	9.0	0.0	0.0	5.0	3.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	3.5	0.0	0.0	0.0	1.5	1.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	2.0	0.0	0.0	0.0	0.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	4.5	0.0	1.0	0.5	2.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	11.0	0.0	0.0	2.0	6.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	15.0	0.0	1.0	3.0	7.5	3.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	29.0	0.0	3.0	9.0	11.5	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	36.5	0.5	2.5	8.5	21.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	42.0	0.5	3.0	13.0	22.0	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	47.5	0.0	3.0	14.0	23.5	6.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	60.5	0.5	5.0	11.0	31.5	12.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	
12:00 PM	61.0	1.5	4.0	19.0	30.0	6.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	52.5	0.5	6.5	14.0	24.5	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	57.5	1.0	5.5	17.0	27.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	85.5	1.0	4.5	23.5	45.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	80.5	1.0	6.0	18.5	42.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	93.5	2.0	8.5	21.0	53.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	64.5	0.0	3.5	16.5	35.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	40.0	0.0	4.5	12.0	18.0	5.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	32.5	0.0	1.5	8.0	17.5	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	26.0	0.0	0.5	7.0	15.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	13.5	0.0	0.5	5.5	6.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	9.0	0.0	1.5	1.5	4.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	878.0	8.5	65.5	229.5	450.0	114.5	8.5	1.0	0.0	0.0	0.5	0.0	0.0	0.0	

Percentile Speeds
(mph)

10%	15%	50%	85%	90%
20.9	22.2	26.3	29.8	30.9

10 mph Pace Speed
Number in Pace

21.8 - 31.8	26.1 mph
1426 (81.2 %)	9.4 mph
	58.0 mph

Speeds Exceeded

55 mph	65 mph	75 mph
0.1 %	0.0 %	0.0 %
1	0	0

Count

Study Grand Totals

mph	Total	Study Grand Totals													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
North Bound	1756	17	131	459	900	229	17	2	0	0	1	0	0	0	
		1.0%	7.5%	26.1%	51.3%	13.0%	1.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Description 1:
Description 2:
Description 3:

Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Wednesday, 01/02/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

at the 1600th block of N. Main Street between Pinehurst Drive and Columbia Drive

Speed Grand Totals Combined

mph	Total	Hourly Averages											70 - < 200
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70
12:00 AM	14.0	0.0	0.0	7.5	5.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.5	0.0	0.5	0.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	5.5	0.0	0.0	0.5	3.0	1.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
3:00 AM	5.5	0.0	1.5	0.5	2.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.5	0.0	1.0	0.5	3.5	1.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
5:00 AM	20.5	0.0	1.0	4.5	9.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	39.0	1.0	3.0	8.5	16.0	7.0	2.0	1.0	0.5	0.0	0.0	0.0	0.0
7:00 AM	63.0	0.0	6.0	24.5	20.0	8.5	2.5	0.5	1.0	0.0	0.0	0.0	0.0
8:00 AM	82.5	1.5	7.0	18.5	36.5	11.0	4.5	2.5	1.0	0.0	0.0	0.0	0.0
9:00 AM	92.0	1.5	8.5	28.0	38.0	13.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0
10:00 AM	101.0	0.5	7.5	27.5	50.5	12.5	1.5	1.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	129.0	2.0	11.5	35.0	52.0	21.5	5.0	1.5	0.0	0.0	0.5	0.0	0.0
12:00 PM	123.5	2.5	8.5	37.0	54.0	16.0	4.5	1.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	103.0	1.0	11.5	28.0	45.5	13.5	1.5	2.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	120.5	2.5	9.5	36.5	49.5	16.0	3.5	3.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	143.0	4.5	10.5	45.5	64.5	15.0	2.0	0.5	0.5	0.0	0.0	0.0	0.0
4:00 PM	162.0	1.5	14.5	43.5	72.5	21.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	159.0	2.5	15.0	45.0	71.5	17.0	4.5	2.0	1.0	0.5	0.0	0.0	0.0
6:00 PM	111.5	0.5	6.0	34.5	52.0	16.0	1.5	0.5	0.5	0.0	0.0	0.0	0.0
7:00 PM	67.0	1.0	6.5	20.0	28.0	9.5	1.0	0.5	0.5	0.0	0.0	0.0	0.0
8:00 PM	58.0	0.0	4.5	16.5	26.5	8.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0
9:00 PM	49.0	0.0	2.5	14.5	23.0	5.5	3.0	0.0	0.0	0.5	0.0	0.0	0.0
10:00 PM	24.5	0.0	2.0	9.5	11.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	13.5	0.0	2.0	1.5	6.0	2.0	1.0	0.5	0.0	0.5	0.0	0.0	0.0
ADT	1696.5	22.5	140.5	487.5	742.5	225.0	48.0	23.5	5.0	1.5	0.5	0.0	0.0

Percentile Speeds (mph)

10% 15% 50% 85% 90%
20.2 21.6 26.2 30.6 31.9

10 mph Pace Speed Number in Pace

21.3 - 31.3
2520 (74.3 %)
Average
Minimum
Maximum
26.3 mph
6.0 mph
58.0 mph

Speeds Exceeded

55 mph 65 mph 75 mph
0.0 % 0.0 % 0.0 %
Count
1 0 0

Study Grand Totals

mph	Total	Study Grand Totals											70 - < 200
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70
South Bound	1637	28 1.7%	150 9.2%	516 31.5%	585 35.7%	221 13.5%	79 4.8%	45 2.7%	10 0.6%	3 0.2%	0 0.0%	0 0.0%	0 0.0%
North Bound	1756	17 1.0%	131 7.5%	459 26.1%	900 51.3%	229 13.0%	17 1.0%	2 0.1%	0 0.0%	0 0.0%	1 0.1%	0 0.0%	0 0.0%
Combined	3393	45 1.3%	281 8.3%	975 28.7%	1485 43.8%	450 13.3%	96 2.8%	47 1.4%	10 0.3%	3 0.1%	1 0.0%	0 0.0%	0 0.0%

Description 1:
Description 2:
Description 3:

Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Wednesday, 01/02/2013, 2:00:00 PM -
Thursday, 01/03/2013, 2:00:00 PM

at the 1600th block of N. Main Street between Pinehurst Drive and Columbia Drive

Speed Grand Totals
South Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	6.0	0.0	0.0	3.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	2.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	4.0	0.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	12.0	0.0	1.0	4.0	2.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	27.0	1.0	3.0	5.0	10.0	5.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	41.0	0.0	5.0	18.0	9.0	3.0	4.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	47.0	0.0	3.0	11.0	18.0	8.0	3.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	49.0	2.0	5.0	13.0	19.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	50.0	0.0	4.0	12.0	29.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	75.0	2.0	4.0	29.0	19.0	12.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	62.0	2.0	3.0	20.0	21.0	9.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	53.0	1.0	6.0	17.0	18.0	9.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	73.0	3.0	4.0	20.0	26.0	13.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	62.0	2.0	6.0	27.0	18.0	4.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	74.0	1.0	10.0	24.0	26.0	7.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	75.0	1.0	9.0	30.0	20.0	7.0	3.0	3.0	1.0	1.0	0.0	0.0	0.0	0.0	
6:00 PM	51.0	0.0	3.0	20.0	17.0	8.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	29.0	1.0	1.0	10.0	11.0	5.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	22.0	0.0	0.0	7.0	11.0	3.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	21.0	0.0	2.0	7.0	7.0	3.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	7.0	0.0	2.0	1.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	3.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	
ADT	847.0	16.0	73.0	279.0	292.0	117.0	41.0	22.0	4.0	3.0	0.0	0.0	0.0	0.0	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
19.7 21.2 26.0 31.8 33.9

10 mph Pace Speed
Number in Pace

20.6 - 30.6
574 (67.8 %)
Average
Minimum
Maximum
26.5 mph
6.0 mph
52.6 mph

Speeds Exceeded

55 mph 65 mph 75 mph
0.0 % 0.0 % 0.0 %
0 0 0

Count

Study Grand Totals

mph	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Total	847	73	279	292	117	41	22	4	3	0	0	0	0	
South Bound	1.9%	8.6%	32.9%	34.5%	13.8%	4.8%	2.6%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	

Description 1:
Description 2:
Description 3:

Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Wednesday, 01/02/2013, 2:00:00 PM -
Thursday, 01/03/2013, 2:00:00 PM

at the 1600th block of N. Main Street between Pinehurst Drive and Columbia Drive

Speed Grand Totals
North Bound

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	13.0	0.0	0.0	7.0	4.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	2.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	3.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	5.0	0.0	1.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	13.0	0.0	0.0	0.0	8.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	19.0	0.0	2.0	4.0	8.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	25.0	0.0	4.0	5.0	7.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	43.0	0.0	4.0	11.0	24.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	37.0	1.0	0.0	13.0	18.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	57.0	0.0	4.0	12.0	30.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	73.0	1.0	5.0	12.0	40.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	64.0	2.0	4.0	22.0	31.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	50.0	0.0	7.0	19.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	52.0	1.0	6.0	11.0	29.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	74.0	1.0	4.0	16.0	41.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	74.0	1.0	3.0	17.0	43.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	92.0	3.0	7.0	25.0	48.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	70.0	0.0	5.0	19.0	36.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	34.0	0.0	4.0	9.0	13.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	31.0	0.0	0.0	7.0	19.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	27.0	0.0	0.0	8.0	15.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	14.0	0.0	1.0	6.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	7.0	0.0	1.0	2.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	880.0	10.0	62.0	226.0	446.0	123.0	11.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
21.1 22.4 26.3 30.1 31.1

10 mph Pace Speed
Number in Pace

21.9 - 31.9
711 (80.8 %)
Average
Minimum
Maximum
26.2 mph
9.4 mph
58.0 mph

Speeds Exceeded

55 mph 65 mph 75 mph
0.1 % 0.0 % 0.0 %
Count 1 0 0

Study Grand Totals

mph	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Total	880	62	226	446	123	11	1	0	0	1	0	0	0	
North Bound	11%	7.0%	25.7%	50.7%	14.0%	1.3%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Description 1:
Description 2:
Description 3:

Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Wednesday, 01/02/2013, 2:00:00 PM -
Thursday, 01/03/2013, 2:00:00 PM

Frame Data for 100-10-004
at the 1600th block of N. Main Street between Pinehurst Drive and Columbia Drive

Speed Grand Totals
Combined

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	19.0	0.0	0.0	10.0	6.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	4.0	0.0	0.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	7.0	0.0	1.0	0.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.0	0.0	1.0	1.0	2.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	25.0	0.0	1.0	4.0	10.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	46.0	1.0	5.0	9.0	18.0	9.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	66.0	0.0	9.0	23.0	16.0	12.0	4.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	90.0	0.0	7.0	22.0	42.0	10.0	5.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	86.0	3.0	5.0	26.0	37.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	107.0	0.0	8.0	24.0	59.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	148.0	3.0	9.0	41.0	59.0	26.0	6.0	3.0	0.0	0.0	1.0	0.0	0.0	0.0
12:00 PM	126.0	4.0	7.0	42.0	52.0	14.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	103.0	1.0	13.0	36.0	38.0	13.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	125.0	4.0	10.0	31.0	55.0	18.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	136.0	3.0	10.0	43.0	59.0	16.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	148.0	2.0	13.0	41.0	69.0	17.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	167.0	4.0	16.0	55.0	68.0	16.0	3.0	3.0	1.0	1.0	0.0	0.0	0.0	0.0
6:00 PM	121.0	0.0	8.0	39.0	53.0	18.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	63.0	1.0	5.0	19.0	24.0	13.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	53.0	0.0	0.0	14.0	30.0	8.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	48.0	0.0	2.0	15.0	22.0	4.0	4.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
10:00 PM	21.0	0.0	3.0	7.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	10.0	0.0	2.0	2.0	2.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
ADT	1727.0	26.0	135.0	505.0	738.0	240.0	52.0	23.0	4.0	3.0	1.0	0.0	0.0	0.0

Percentile Speeds
(mph)

10%	15%	50%	85%	90%
20.2	21.6	26.2	30.9	32.1

10 mph Pace Speed
Number in Pace

21.1 - 31.1 1276 (73.9 %)	Average Minimum Maximum	26.3 mph 6.0 mph 58.0 mph
------------------------------	-------------------------------	---------------------------------

Speeds Exceeded

55 mph	65 mph	75 mph
0.1 %	0.0 %	0.0 %
1	0	0

Count

Study Grand Totals

mph	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
South Bound	847	16 1.9%	73 8.6%	279 32.9%	292 34.5%	117 13.8%	41 4.8%	22 2.6%	4 0.5%	3 0.4%	0 0.0%	0 0.0%	0 0.0%	
North Bound	880	10 1.1%	62 7.0%	226 25.7%	446 50.7%	123 14.0%	11 1.3%	1 0.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	
Combined	1727	26 1.5%	135 7.8%	505 29.2%	738 42.7%	240 13.9%	52 3.0%	23 1.3%	4 0.2%	3 0.2%	0 0.0%	0 0.0%	0 0.0%	

Description 1:
Description 2:
Description 3:

Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Thursday, 01/03/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Speed Grand Totals
South Bound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	4.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.0	0.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	3.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.0	0.0	1.0	1.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	21.0	1.0	1.0	6.0	7.0	3.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	27.0	0.0	1.0	13.0	8.0	3.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	45.0	2.0	6.0	9.0	13.0	8.0	4.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	51.0	0.0	6.0	17.0	13.0	11.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	57.0	1.0	5.0	15.0	25.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	62.0	1.0	9.0	19.0	22.0	7.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	63.0	0.0	6.0	16.0	27.0	11.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	48.0	0.0	4.0	11.0	24.0	4.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	53.0	0.0	4.0	19.0	19.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	53.0	5.0	6.0	17.0	21.0	3.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	89.0	0.0	7.0	26.0	34.0	10.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	56.0	0.0	4.0	18.0	17.0	11.0	4.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	43.0	1.0	2.0	16.0	17.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	25.0	1.0	3.0	6.0	9.0	4.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	29.0	0.0	6.0	10.0	7.0	2.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	25.0	0.0	2.0	8.0	8.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	15.0	0.0	1.0	7.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.0	0.0	0.0	0.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	790.0	12.0	77.0	237.0	293.0	104.0	38.0	23.0	6.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
19.8 20.9 26.2 31.7 33.9

10 mph Pace Speed
Number in Pace

20.5 - 30.5
535 (67.7 %)
Average
Minimum
Maximum
26.5 mph
8.5 mph
47.5 mph

Speeds Exceeded

55 mph 65 mph 75 mph
0.0 % 0.0 % 0.0 %
Count 0 0 0

Study Grand Totals

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
South Bound	790	12	77	237	293	104	38	23	6	0	0	0	0	0
		1.5%	9.7%	30.0%	37.1%	13.2%	4.8%	2.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1:
Description 2:
Description 3:

Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Thursday, 01/03/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Speed Grand Totals
North Bound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Hourly Averages														
12:00 AM	5.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	5.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	4.0	0.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	9.0	0.0	0.0	4.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.0	0.0	0.0	2.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	33.0	0.0	2.0	13.0	16.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	30.0	1.0	1.0	6.0	18.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	47.0	0.0	6.0	13.0	26.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	38.0	0.0	2.0	16.0	17.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	48.0	0.0	5.0	10.0	23.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	58.0	1.0	4.0	16.0	29.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	55.0	1.0	6.0	9.0	29.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	63.0	1.0	5.0	23.0	25.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	97.0	1.0	5.0	31.0	49.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	87.0	1.0	9.0	20.0	42.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	95.0	1.0	10.0	17.0	58.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	59.0	0.0	2.0	14.0	34.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	46.0	0.0	5.0	15.0	23.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	34.0	0.0	3.0	9.0	16.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	25.0	0.0	1.0	6.0	16.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	13.0	0.0	0.0	5.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	11.0	0.0	2.0	1.0	6.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	876.0	7.0	69.0	233.0	454.0	106.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
20.8 22.1 26.3 29.6 30.5

10 mph Pace Speed
Number in Pace

21.3 - 31.3
717 (81.8 %)
Average
Minimum
Maximum
26.0 mph
10.5 mph
40.1 mph

Speeds Exceeded

55 mph 65 mph 75 mph
0.0 % 0.0 % 0.0 %
0 0 0

Count

Study Grand Totals

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Total	876	7	69	233	454	106	6	1	0	0	0	0	0
North Bound	876	7	69	233	454	106	6	1	0	0	0	0	0
	0.8%	7.9%	26.6%	51.8%	12.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1:
Description 2:
Description 3:

Main between Pinehurst & Columbia

Site: Main between Pinehurst &
Thursday, 01/03/2013, 2:00:00 PM -
Friday, 01/04/2013, 2:00:00 PM

Frame Data for TSC-13-004
at the 1600th block of N. Main Street between Pinehurst Drive and Columbia Drive

Speed Grand Totals
Combined

mph	Total	Hourly Averages													
		0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200	
12:00 AM	9.0	0.0	0.0	5.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	5.0	0.0	1.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	7.0	0.0	0.0	0.0	4.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	4.0	0.0	2.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	7.0	0.0	1.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	16.0	0.0	1.0	5.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	32.0	1.0	1.0	8.0	14.0	5.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	60.0	0.0	3.0	26.0	24.0	5.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	75.0	3.0	7.0	15.0	31.0	12.0	4.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	98.0	0.0	12.0	30.0	39.0	12.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	95.0	1.0	7.0	31.0	42.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	110.0	1.0	14.0	29.0	45.0	17.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 PM	121.0	1.0	10.0	32.0	56.0	18.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	103.0	1.0	10.0	20.0	53.0	14.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	116.0	1.0	9.0	42.0	44.0	14.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	150.0	6.0	11.0	48.0	70.0	14.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	176.0	1.0	16.0	46.0	76.0	25.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	151.0	1.0	14.0	35.0	75.0	18.0	6.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	102.0	1.0	4.0	30.0	51.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	71.0	1.0	8.0	21.0	32.0	6.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	63.0	0.0	9.0	19.0	23.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	50.0	0.0	3.0	14.0	24.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	28.0	0.0	1.0	12.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	17.0	0.0	2.0	1.0	10.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	1666.0	19.0	146.0	470.0	747.0	210.0	44.0	24.0	6.0	0.0	0.0	0.0	0.0	0.0	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
20.0 21.4 26.3 30.4 31.8

10 mph Pace Speed
Number in Pace

21.3 - 31.3
1247 (74.8 %)
Average
Minimum
Maximum
26.2 mph
8.5 mph
47.5 mph

Speeds Exceeded

55 mph 65 mph 75 mph
0.0 % 0.0 % 0.0 %
Count 0 0 0

Study Grand Totals

mph	Total	Study Grand Totals													
		0 - <15	15 - <20	20 - <25	25 - <30	30 - <35	35 - <40	40 - <45	45 - <50	50 - <55	55 - <60	60 - <65	65 - <70	70 - <200	
South Bound	790	12 1.5%	77 9.7%	237 30.0%	293 37.1%	104 13.2%	38 4.8%	23 2.9%	6 0.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	
North Bound	876	7 0.8%	69 7.9%	233 26.6%	454 51.8%	106 12.1%	6 0.7%	1 0.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	
Combined	1666	19 1.1%	146 8.8%	470 28.2%	747 44.8%	210 12.6%	44 2.6%	24 1.4%	6 0.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	



MEMORANDUM

PUBLIC WORKS DEPARTMENT

Engineering Division

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132

Tel 503.537.1240 • Fax 503.537.1277

January 4, 2013

To: Newberg Traffic Safety Commission

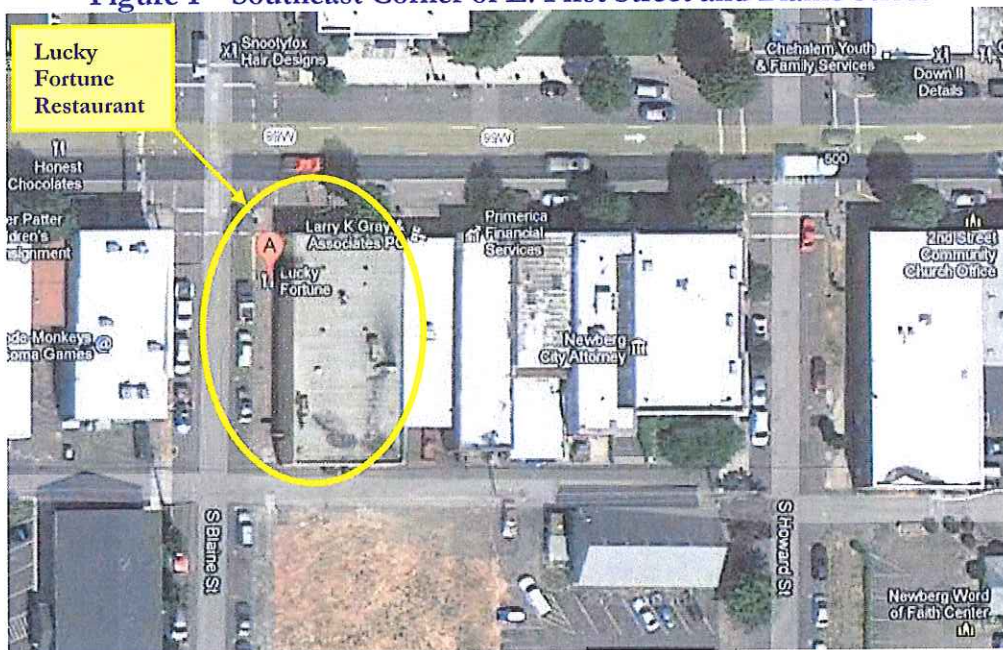
Cc: Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager

From: Paul Chiu, PE, Senior Engineer *P. Chiu*

RE: TSC-13-006 \Limited Parking Request on E. First or Blaine Street

On January 4, 2013, staff followed up with Ms. Michelle Coleman, a representative for Lucky Fortune Restaurant, regarding their request for a 15 minute limited parking space in front of their business at 400 East First Street in downtown Newberg (see **Figure 1** below). Although E. First Street (also known as Highway 99W) is under the Oregon Department of Transportation (ODOT) jurisdiction, the City has the authority to regulate parking hours for on-street parking.

Figure 1 – Southeast Corner of E. First Street and Blaine Street



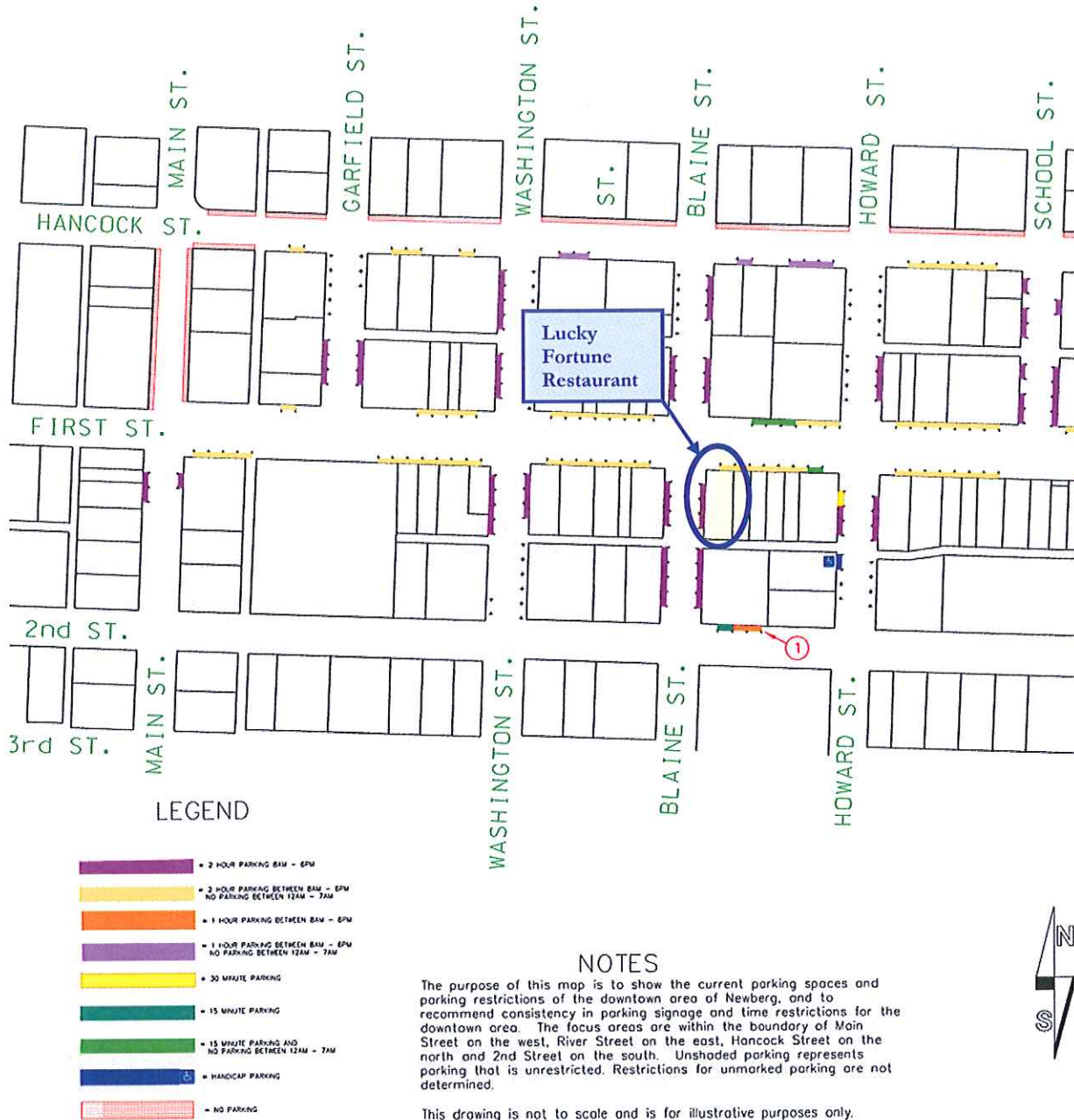
Ms. Coleman explained that a short duration parking limit would allow her customers the convenience to pick up orders easily. She said that she has contacted Mr. Alex Skelton, owner of

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

Game Stop, and Ms. Amanda Young, owner of Where Angels Play, and both are supportive of her request for a short term parking spot. Ms. Coleman is also waiting for a response from Gray and Mercer, a neighboring attorney's office to comment on the request.










Downtown Parking Map



"Working Together for a Better Community – Serious About Service"

"Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

LEGEND

	= 2 HOUR PARKING 8AM – 6PM
	= 2 HOUR PARKING BETWEEN 8AM – 6PM NO PARKING BETWEEN 12AM – 7AM
	= 1 HOUR PARKING BETWEEN 8AM – 6PM
	= 1 HOUR PARKING BETWEEN 8AM – 6PM NO PARKING BETWEEN 12AM – 7AM
	= 30 MINUTE PARKING
	= 15 MINUTE PARKING
	= 15 MINUTE PARKING AND NO PARKING BETWEEN 12AM – 7AM
	= HANDICAP PARKING
	= NO PARKING

The Traffic Safety Commission has a history of granting requests from business owners on the limited duration parking when justifications are within reason. The cost of installing a new sign would be about \$500. The closest existing parking space in front of the restaurant on East First Street could be converted from a 2 hour parking between 8am and 6pm by installing or replacing with a 15 minute duration parking sign next to it (see photos below). Thank you.



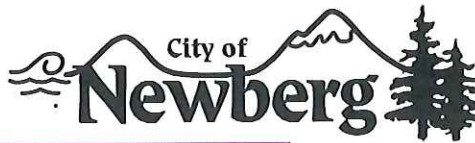
Existing Parking on E. First Street
(top left & bottom photos)



Existing Parking on Blaine Street
(top right photo)



“Working Together for a Better Community – Serious About Service”
“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”



MEMORANDUM

PUBLIC WORKS DEPARTMENT

Engineering Division

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

January 4, 2013

To: Newberg Traffic Safety Commission

Cc: Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager

From: Paul Chiu, PE, Senior Engineer *PCA*

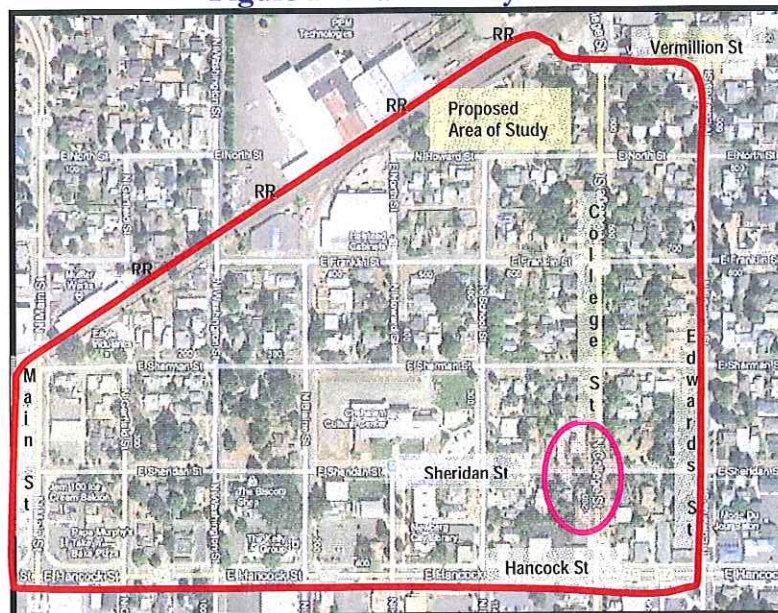
RE: TSC-12-001 \Safety Concerns at N. College and Sheridan Streets

Background Information:

City receives calls regarding traffic safety at the intersection of N. College and Sheridan Streets each year. Residents on N. College Street spoke to Newberg Traffic Safety Commission (TSC) about their concerns in November 2011.

DKS Associates, a traffic engineering consultant, was hired to perform a traffic study on May 18, 2012 after TSC approved the motion on January 9, 2012. A larger neighborhood area enclosed by Main Street on the west, Hancock Street on the south, Edwards Street on the east, and Vermillion Street and the Portland and Western Railroad on the north was identified for the study (see **Figure 1** below).

Figure 1 –Traffic Study Area



The consultant completed the traffic study with eight possible solutions to resolve the safety issues at the N. College Street/Sheridan Street intersection in September 2012 (see the following **Figure 2** for a summary). See **Exhibit A** for the entire study.

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

Figure 2 – Content of the College Street Neighborhood Traffic Study

Section 1	Introduction (of Study Area)
Section 2	Existing Conditions and Demonstrated Needs Travel Conditions Sight Distance Considerations Safety Considerations
Section 3	College Street/Sheridan Street Solutions
Section 4	Cultural District Safety and Circulation Solutions Cut-through Traffic
Section 5	Cultural District Recommended Solutions College Street/Sheridan Street Recommended Solutions

Current Views of the College/Sheridan Intersection:



View North



View South



View East



View West

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

The First Alternative Solution:

The first alternative solution that is recommended by the consultant would be the installation of a right turn only traffic separator. The study indicates that:

... [It] is one of the least cost solutions, and would be expected to improve safety at the intersection most effectively. There would be no associated property impacts and only a small amount of traffic would be expected to divert to Sherman Street from Sheridan Street (traffic that previously traveled through or made left-turns at the College Street/Sheridan Street intersection). Raised plastic bollards would be installed along the centerline of College Street and would not be expected to reduce overall lane widths.

The curb to curb width of N. College Street is 24.10 feet, measured at a location just north of the College/Sheridan intersection. The distance from the face of curb (on the west side of N. College Street) measured to the center of the double yellow centerline striping is 12.60 feet. There is no proposed change to the existing cross section of N. College Street other than adding the raised plastic bollards as a separator along the centerline of the roadway. The College/Sheridan intersection would completely be right-in and right-out only. There have been collisions at this intersection that could potentially be reduced by restricting the Sheridan Street approaches to N. College Street to right-in and right-out only.

The study was forwarded to the Oregon Department of Transportation (ODOT) in September 2012 because N. College Street (also known as Hillsboro-Silverton Highway No. 140 or OR219) is under their jurisdiction. Additional information was sent to ODOT upon their request in November 2012 as they evaluate whether the recommended solutions would be acceptable.

ODOT's Jurisdiction:

ODOT indicated that this section of OR219 is not a designated freight route per ORS 366.215. See **Exhibit B** for the ORS detail.

Christy Jordan, Freight Mobility Coordinator in the ODOT Motor Carrier Transportation Division (MCTD) indicated on November 9, 2012 that they still want to have discussions on the non-designated freight routes:

... in order to address concerns about the decoupling of nondesignated freight routes from the current forum (which is specific to activities that may affect the capacity on freight designated routes), follow the following discipline. During the public outreach and public participation for planning and project delivery the appropriate ODOT region will contact the MCTD. MCTD will then inform statewide/local freight stakeholders of the planning and project delivery efforts on nonfreight routes. Statewide/local freight stakeholder input shall be directed to the appropriate project manager or lead for the given planning or project effort in the appropriate forum. At that time, local jurisdiction representatives, business interests, and statewide and local freight stakeholders will all be engaged on planning and project delivery issues.

When, in the project manager's or lead's review, a freight issue raised during public outreach and public participation cannot be resolved, the project manager will immediately elevate the issue to the appropriate ODOT region manager, who will consult with the MCTD administrator. The region manager has the discretion to engage the ODOT Mobility Committee, made up of the director and the administrators of Highway, MCTD and Transportation Development. In such event, the ODOT Mobility Committee will make the final decision.

Nikki Bakkala, Permits Program Coordinator in the ODOT/MCTD indicated in an email to City staff on January 4, 2013 that:

... The project as described for the intersection of OR219/College Street and Sheridan Street (to install raised plastic bollards along the centerline of the roadway on OR219/N College Street and restricting the Sheridan Street approaches

"Working Together for a Better Community – Serious About Service"

"Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

to N College Street to right-in and right-out only) has been shared with the freight industry stakeholders as required per the Mobility Procedures Manual. They do not have any issues or concerns with the proposed project as described. ... In addition, if work to install the plastic bollards will restrict the length, width, height, or weight of vehicles, then an electronic Highway Restriction Notice (Form #734-2357) will need to be submitted in advance of work taking place as described in Chapter 5 - Notification Requirements per the Mobility Procedures Manual:
http://www.oregon.gov/ODOT/MCT/Pages/mobility.aspx#Mobility_Procedures_Manual ...

In summary, ODOT does not have any concerns with this first alternative solution. It is reasonable to say that an ODOT permit application would be required for this work. The next step would be for the Traffic Safety Commission to determine whether this or any of the other alternative solutions would be acceptable through a public hearing process. Thank you.

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

NEWBERG COLLEGE STREET NEIGHBORHOOD TRAFFIC STUDY

SEPTEMBER 2012

Exhibit A (for TSC-12-001)

College Street Neighborhood Traffic Study by DKS Associates



Section I. Introduction

The Newberg College Street Neighborhood Traffic Study develops solutions to address safety needs for all transportation system users in the neighborhood and specifically at the College Street/Sheridan Street intersection. A recent surge in population in the City, coupled with improvements to the nearby Chehalam Cultural Center, have increased travel demand on the local streets throughout the College Street Neighborhood.

The neighborhood is bounded by heavily traveled state highways on three sides and a rail line to the north. The state routes include OR 99W- Hancock Street and 1st Street to the south, OR 219- College Street to the east, and OR 240- Main Street to the west, and the Portland and Western Rail line crosses diagonally along the north edge. This neighborhood can be used to avoid periodic congestion on the surrounding state highways, as drivers seek quicker travel routes. Neighborhood residents have recently expressed concerns about safety associated with the increased traffic demand at the local intersections, most notably at the College Street/Sheridan Street intersection.

Study Area

The study area includes the College Street neighborhood in Newberg, and is generally bounded by North Street to the north, Hancock Street to the south, Edwards Street on the east and Main Street to the west, as shown

below in Figure 1. This area represents the Cultural District for Newberg and includes the Chehalam Cultural Center, the Newberg City Library, and the Masonic Temple.

Figure 1: Study Area



Section 2. Existing Conditions and Demonstrated Needs

Sheridan and Sherman Streets are two-way local streets with stop control at each intersection between Blaine Street and College Street. These streets connect Main Street (OR 240) with College Street (OR 219) and generally serve most east-to-west travel through the Cultural District. Blaine, School and College Streets provide most of the two-way travel between the Cultural District and the Hancock-1st Street couplet (also known as OR 99W). Howard Street, between Hancock and Sheridan Streets is the only one-way street in the neighborhood. It provides a connection to the City Library for drivers from the south (Hancock and 1st Streets).

All of the City streets within this neighborhood are classified as local streets; they are developed in a well-spaced grid system that provides convenient access to local properties. The width and layout of the streets vary (see Figure 2). The typical street layout is configured as follows:

- Paved curb-to-curb surface ranging in width from 24 to 36 feet
- On-street parking on both sides, with the exception of Sheridan Street and the portion of Howard and School Streets

- south of Sheridan Street
- Sidewalks on both sides ranging in width from 5 to 6 feet
- No bike lanes



Figure 2: Street Layouts and Intersection Control

Travel Conditions

College Street is a two-lane highway that lacks bicycle facilities, and does not allow on-street parking. The roadway is 24 feet wide between curbs. On an average day¹, the highway carries approximately 6,500 vehicles near Sheridan Street (see Figure 3 for the directional volumes). About 700 vehicles per day approach College Street on Sheridan Street, with 550 vehicles arriving from the west and 150 vehicles from the east. Most of the vehicles traveling away from College Street along Sheridan Street are heading eastbound (300 of the 500), either traveling across or turning from College Street. Overall, daily traffic volumes along eastbound Sheridan Street are double that of the westbound direction.

The posted speed along College Street is 25 miles per hour; however, most drivers approaching Sheridan Street travel at or below speeds of 30 miles per hour in the northbound direction and 34 miles per

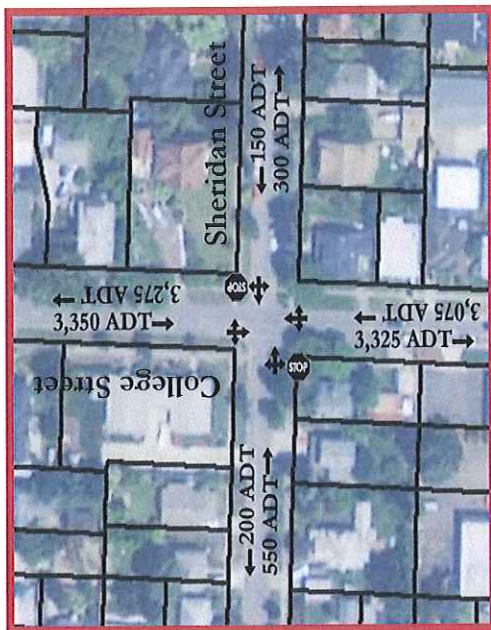


Figure 3: Daily Traffic Volumes



Figure 4: Travel Speeds

hour in the southbound direction² (see Figure 4). Most drivers on the side streets travel at or below speeds of 23 miles per hour. This is generally due to the relatively narrow paved surfaces along Sheridan and Sherman Streets (30 feet or less curb to curb) and the presence of on-street parking.

² As determined by the 85th percentile speed for College Street, which is defined as the speed below which 85 percent of the vehicles are traveling.

Sight Distance Considerations

Based on these travel speeds, drivers should have at least 335 feet of sight distance when attempting to turn onto or cross College Street from side streets³ (such as Sheridan and Sherman Streets). In addition, drivers on College Street should be able to see vehicles at least 200 feet in advance of the intersection⁴ to allow sufficient reaction time to obstacles entering the roadway.

During a site visit (June 2012) it was found that adequate sight distance would not be available under current conditions for the eastbound Sheridan Street approach to College Street. Looking north from this approach, trees obscure and limit the sight distance to approximately 180 feet. Looking south from this approach, landscaping and queued vehicles block the view and limit the existing sight distance to less than 20 feet

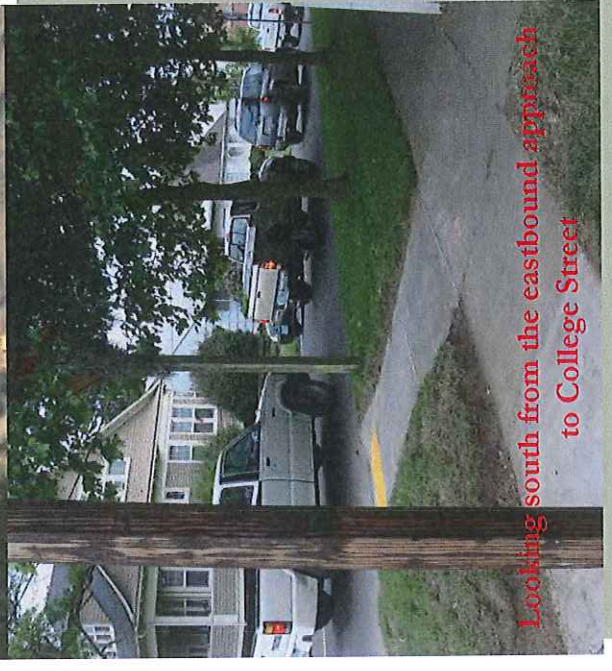
during congested periods of the day.

It was observed in the field that as eastbound vehicles on Sheridan creep out from the stop line to cross College Street or turn left, the sight distance is further reduced as the queued vehicles completely block the view of northbound vehicles on College Street. It was reported by local citizens that this type of creeping behavior is fairly common during peak hours.

Looking north from the eastbound approach to College Street



Looking south from the eastbound approach to College Street



³Based on the American Association of State Highway and Transportation Officials (AASHTO) sight distance requirements for safe egress as measured from 15 feet back from the edge of the travelled way with a 30 mile per hour design speed, Exhibit 9-55, p. 661.

⁴Tbid

Safety Considerations

Collisions at the College Street/Sheridan Street intersection have remained fairly steady over the past five years (2007 through 2011), ranging from one collision in both 2007 and 2009 to three in both 2008 and 2011⁵. No collisions were reported in 2010 at the intersection.

The total number of crashes experienced at an intersection is typically proportional to the number of vehicles entering it. Therefore, a crash rate describing the frequency of crashes per million entering vehicles (MEV) is used to determine if the number of crashes should be considered high. Using this technique, a collision rate of 1.0 MEV or greater is commonly used to identify when collision occurrences are higher than average and should be further evaluated. In 2008 and 2011, the intersection had crash rates over the 1.0 threshold. The collisions were further evaluated at this intersection to see if any trends exist.



The College Street/Sheridan Street intersection is two-way stop controlled, with Sheridan Street yielding the right-of-way. Most of the collisions at this intersection were angle type collisions (7 of the 8 collisions) meaning one vehicle pulled out in front of another. Of the seven angle type collisions, four were traveling eastbound and three westbound across College Street. In addition, seven of the eight collisions at this intersection over the past five years occurred during the weekday evening peak period (between 3 to 6 p.m.). This may indicate that temporary queued vehicles are limiting sight distance during the evening peak period. Although the trees obscure sight distance for the eastbound approach to College Street, they do not appear to contribute to collisions at the intersection. However, pruning the low hanging branches would ensure that the sight triangle remains clear.

The next section explores possible solutions to resolve the safety issues identified at this intersection.

⁵Based on the past five year of collision data, 2007 through 2011, ODOT Crash Analysis and Reporting Unit

Section 3. College Street/Sheridan Street Solutions

Eight alternatives solutions were reviewed for the College Street/Sheridan Street intersection as summarized below, and illustrated in Figures 5a and 5b.

■ Right-turn only Traffic Separator Alternative

Benefits: Low cost

Shortfalls: Will restrict left-turns from College Street and left/through movements from Sheridan Street; may increase traffic on Sherman Street.

Estimated Cost: \$2,000

■ Right-turn only Signing Alternative

Benefits: Lowest cost

Shortfalls: Least effective solution as drivers often ignore the signs

Estimated Cost: \$500

■ One-way Sheridan from College to School Alternative

Benefits: Potential to increase on-street parking along Sheridan Street

Shortfalls: May increase traffic on

Sherman Street

Estimated Cost: \$10,000

■ One-way Sheridan from College to Main Alternative

Benefits: Potential for a smaller street cross-section through the Cultural District and enhanced pedestrian accommodations

Shortfalls: Could increase driver confusion with one-way streets; may increase traffic on Sherman Street

Estimated Cost: \$35,000

■ Dead-end Sheridan Street Alternative

Benefits: The westbound approach to College Street would remain open

Shortfalls: Not enough right-of-way to construct the required 90 foot diameter turn-around circle

Estimated Cost: \$95,000

■ Vehicle Actuated Variable Message Sign Alternative

Benefits: All movements at the intersection would be maintained

Shortfalls: Would require a controller and cabinet, loops or video detection devices, and LED message signs.

Estimated Cost: \$105,000

■ Add Signal Green Time at College / Hancock for southbound traffic

Benefits: More vehicle through-put for the College Street approach to 99W

Shortfalls: Limited benefit to vehicle queuing depending on increased green time; possible offsetting impacts with longer queues on 99W

Estimated Cost: \$1,500

■ College Widening Alternative

Benefits: Construct more queue storage at the College Street approach to Hancock Street

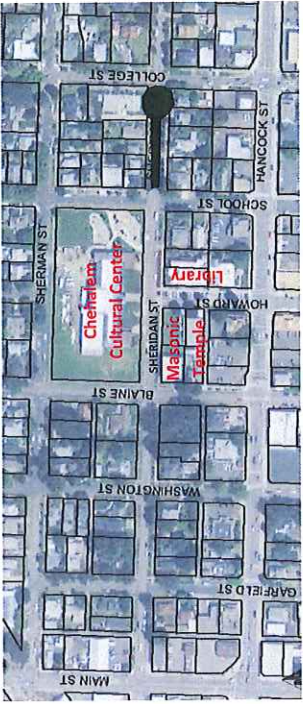



Shortfalls: Expensive; would require removal of the landscape buffer on the west side of College Street and possible property acquisition

Estimated Cost: \$90,000

Figure 5a: The Eight Alternatives

	<p>Right-turn only Traffic Separator Alternative would restrict the Sheridan Street approaches to College Street to right-in, right-out only. Yellow pavement markings and raised plastic bollards would be constructed along the centerline of College Street at the Sheridan Street intersection. Right-turn only signs would be added to the Sheridan Street approaches to College Street.</p>
	<p>Right-turn only Signing Alternative would restrict the Sheridan Street approaches to College Street to right-in, right-out only through signing. Right-turn only signs would be added to the Sheridan Street approaches to College Street.</p>
	<p>One-Way Sheridan from College to School Alternative would modify Sheridan Street to be one-way westbound between College and School Streets. Corner curb bulb-outs would be constructed at the southwest corner of the College Street/Sheridan Street intersection and the southeast corner of the School Street/Sheridan Street intersection.</p>
	<p>One-Way Sheridan from College to Main Alternative would modify Sheridan Street to be one-way westbound between College and Main Streets. Corner curb bulb-outs would be constructed at the southwest corner of the College Street/Sheridan Street intersection and the southeast corner of the Main Street/Sheridan Street intersection.</p>

Figure 5b: The Eight Alternatives

<p>Dead-end Sheridan Street Alternative would modify Sheridan Street to dead-end to the west of College Street. A 90 foot diameter circular turn-around would be constructed to serve emergency vehicles. Public walkways would provide walking and biking connections to College Street from the cul-de-sac.</p>	
<p>Vehicle Actuated Variable Message Sign Alternative would install warning devices on Sheridan Street that instruct drivers of conflicting cross traffic on College Street. Graphical signs would be installed on College Street to warn drivers of approaching vehicles on Sheridan Street. Would require a controller and cabinet, loops or video detection devices, and LED message signs.</p>	
<p>Signal Timing Alternative would modify the signal timing at the College Street/Hancock Street intersection. This would require ODOT coordination. The modified timing would provide additional green time for the College Street approach during the peak periods and reduce queues that limit sight distance.</p>	
<p>College Widening Alternative would widen the southbound College Street approach to Hancock Street to provide 150 feet of storage for right turning vehicles.</p>	

Section 4. Cultural District Safety and Circulation Solutions

Traffic data collected along Sheridan and Sherman Streets between College and School Streets suggests that most drivers are traveling at or below speeds of 22 miles per hour. This is generally due to the relatively narrow paved surfaces along Sheridan and Sherman Streets (33 feet or less curb to curb) and the presence of on-street parking.

Sidewalks exist on both sides of most streets within the Cultural District. This coupled with the narrow street widths and low travel speeds allow safe pedestrian circulation between the Chehalism Cultural Center, the Library, Masonic Temple and the surrounding neighborhood. A few solutions, outlined later in this document, could further enhance pedestrian safety and circulation within the Cultural District.

Cut-through Traffic

Overall, the potential for drivers to utilize Sherman and Sheridan Streets as cut-through routes to avoid congestion on Hancock and 1st Streets between Main and College Streets is expected to be low under each solution evaluated. However, the

potential is slightly higher along Sheridan Street due to fewer stop signs along the route. Drivers traveling along Sherman Street between Main and College Streets are required to stop at each cross-street with the exception of the Garfield and Howard Street intersections, while drivers on Sheridan Street must stop at only Blaine

and School Streets (as shown in Figure 6). To further discourage cut-through traffic, and enhance pedestrian circulation adjacent to the Cultural Center, all-way stop control could be added to the Howard Street intersections with Sherman and Sheridan Streets.

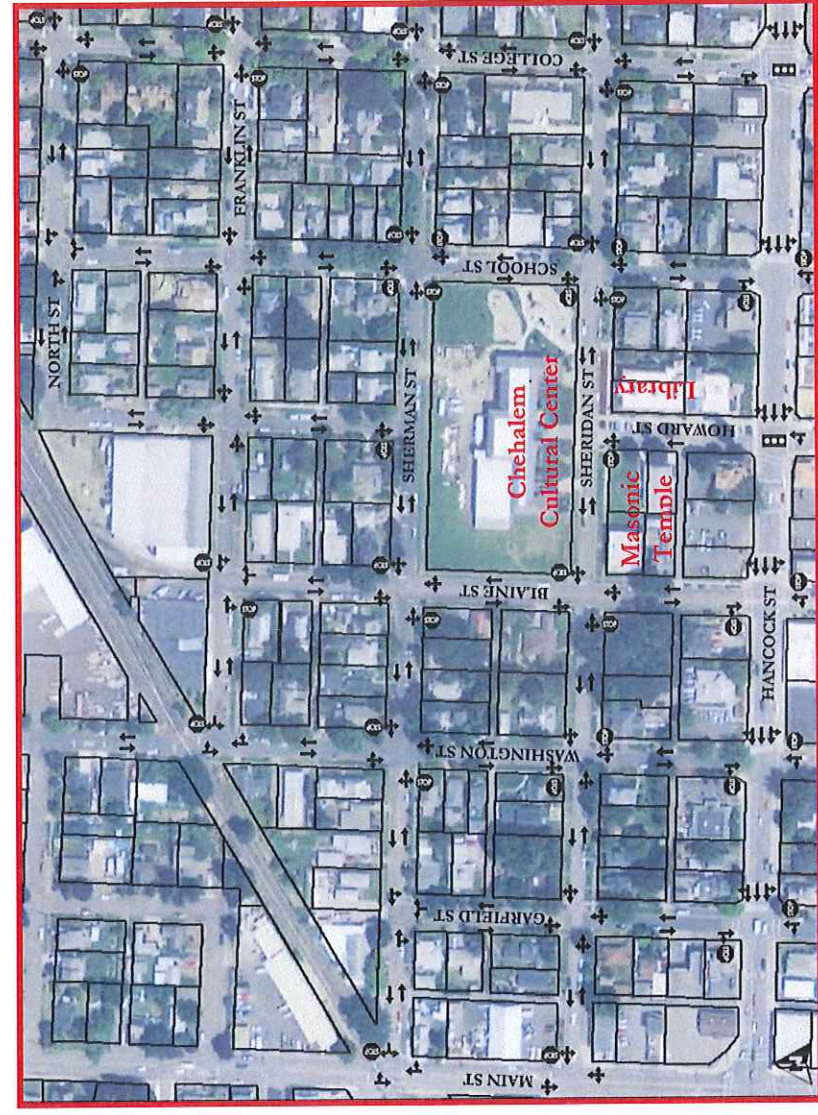


Figure 6: Cultural District Intersection Control

Section 5. Cultural District Recommended Solutions

The following solutions would improve safety for pedestrian and discourage drivers from utilizing Cultural District streets as cut-through routes. The numbers shown below correspond with those shown in Figure 7.

Short-term solutions

1. Convert the Sherman Street/Howard Street intersection to an all-way stop
Benefits: Discourage cut-through traffic and enhance pedestrian circulation; provides an opportunity for a mid-block pedestrian crossing to the Cultural Center
Shortfalls: Increased delay for residents of the neighborhood
Estimated Cost: \$3,000
2. Convert the Sheridan Street/Howard Street intersection to an all-way stop
Benefits: Discourage cut-through traffic and enhance pedestrian circulation
Shortfalls: Increased delay for residents of the neighborhood

Estimated Cost: \$3,000

Medium-term solutions

3. Add a curb extension into the parking lane on the south side of Sherman Street/Howard Street intersection. Add striped cross-walks and curb ramps to all legs. Create a direct connection from the curb extension south through the parking lot, connecting to the Cultural Center.
Benefits: Slow down drivers and enhance pedestrian circulation to the north of the Cultural Center; potential to add pedestrian amenities
Shortfalls: A few on-street parking spots would be eliminated
Estimated Cost: \$6,500
4. Add a curb extension into the parking lane on the north side of Sheridan Street/Howard Street intersection. Restripe the cross-walks on Sheridan Street and add a curb-ramp to the northeast leg of the intersection.
Benefits: Slow down drivers and

enhance pedestrian circulation to the south of the Cultural Center; direct connection from the library to the entrance of the Cultural Center; potential to add pedestrian amenities

Shortfalls: Removal of a portion of the parking lane that was recently added along the north side of Sheridan Street

Estimated Cost: \$3,000

5. Add on-street parking on the north side of Sheridan Street between Blaine and Howard Streets by removing the landscaping strip. Allow 24-hour parking on both sides of the street.

Benefits: Increased parking for homeowners/Cultural District visitors and comfort for pedestrians walking along the sidewalk

Shortfalls: Elimination of the landscape buffer on the north side of the street

Estimated Cost: \$7,500

Long-term solutions

6. Add pedestrian-scale street lighting around the Chehallem Cultural Center along Blaine Street, Sherman Street, School Street and Sheridan Streets (similar to the lighting in front of the library as shown in the figure below).

landscape buffer on the north side of the street; parking would be a block away from the Cultural Center

Benefits: Increased comfort, safety and security for pedestrians walking in the Cultural District; increase the willingness of pedestrians to walk to parking farther away

Shortfalls: Most expensive; could increase maintenance costs associated with the lighting

Estimated Cost: \$17,000

7. Consider adding on street parking along the north side of Sheridan Street between Washington and Blaine Streets (**Estimated Cost:** \$7,500), and School and College Streets (**Estimated Cost:** \$10,000) by removing the landscaping strip.

Benefits: Increased parking for homeowners/Cultural District visitors and comfort for pedestrians walking along the sidewalk

Shortfalls: Elimination of the



Figure 7: Cultural District Solutions

Section 5. College Street/Sheridan Street Recommended Solutions

The recommendation for the College Street/Sheridan Street intersection is the Right-turn only Traffic Separator Alternative. As shown in Table 1, this alternative is one of the least cost solutions, and would be expected to improve safety at the intersection most effectively. There would be no associated property impacts and only a small amount of traffic would be expected to divert to Sherman Street from Sheridan Street (traffic that previously traveled through or made left-turns at the College Street/Sheridan Street intersection). Raised plastic bollards would be installed along the centerline of College Street and would not be expected to reduce overall lane widths (see Figure 8 for an example).

The only other solution that would be most effective at improving safety at the College Street/Sheridan Street intersection (Vehicle Actuated Variable Message Sign Alternative) has that highest estimated project cost. Overall, the Right-turn only Traffic Separator Alternative would be expected to provide the most benefit on a dollar-for-dollar basis.

Table 1: Comparison of the Alternative Solutions for the College Street/Sheridan Street Intersection

Alternative	Property Impacts	Traffic Diversion Potential	Safety Effectiveness	Estimated Cost
Right-turn only Traffic Separator Alternative	None	Low to Sherman Street	Most Effective	\$2,000
Right-turn only Signing Alternative	None	Low to Sherman Street	Least Effective	\$500
One-way Sheridan from College to School Alternative	None	Moderate to Sherman Street	Effective	\$10,000
One-way Sheridan from College to Main Alternative	None	High to Sherman Street	Effective	\$35,000
Dead-end Sheridan Street Alternative	High	Moderate to Sherman Street	Effective	\$95,000
Vehicle Actuated Variable Message Sign Alternative	None	None	Most Effective	\$105,000
Add Signal Green Time at College / Hancock for southbound traffic	None	None	Effective	\$1,500
College Widening Alternative	High	None	Effective	\$90,000

Long-term, the City may wish to explore (in coordination with ODOT) the possibility of modifying the southbound Main Street approach to 1st Street (Highway 99W) to include a left-turn lane and a shared through/left-turn lane. This configuration would allow dual left-turns to 1st Street (Highway 99W). Additional data collection and analysis would likely be required by ODOT to support this consideration.

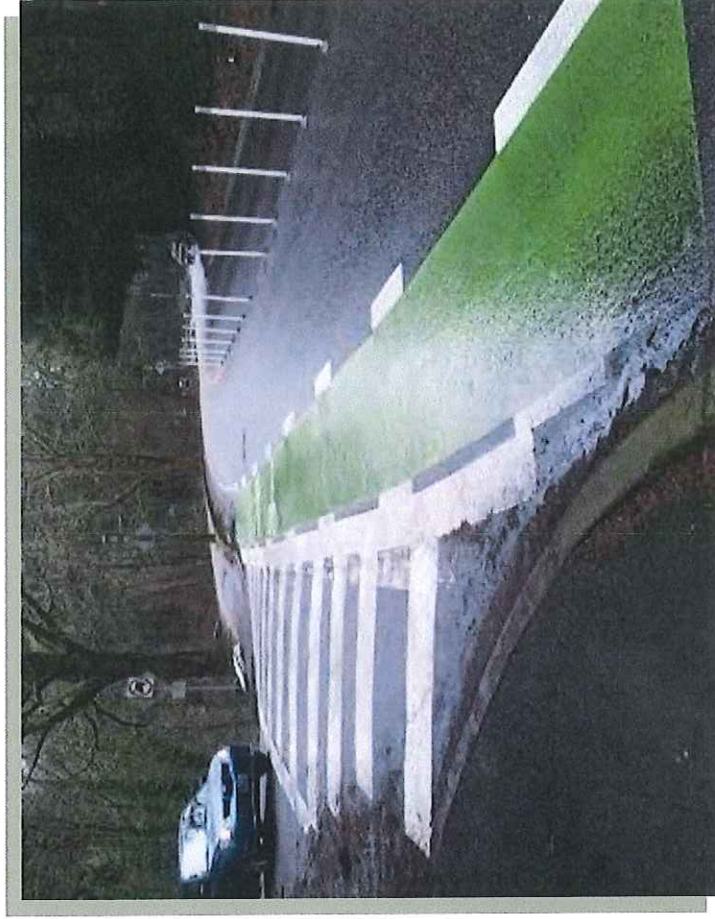


Figure 8: Example of Plastic Bollards along the Street Centerline restricting left-turns

Draft Modified - Guidelines for Implementation of ORS 366.215

No Reduction of Vehicle-Carrying Capacity

Approved by HLT 03/17/11 Revised 06/12/12

General

This guidance document applies to all projects in planning, project development, development review and maintenance projects on applicable state highways. The statute is presented on page 3. Page 4 of this document consists of a flow diagram of the process to use to implement this statute.

Hole-in-the-Air

The term hole-in-the air refers to the entire roadway, not just the load on the road at any particular moment. We need to think of a Reduction of Vehicle-carrying Capacity (RVC) the same way the freight stakeholders do - if they can get through the highway segment today, they want to get through there tomorrow. Assume that a proposed change reduces capacity if this condition is no longer true. Proposed striping changes that have the effect of narrowing lanes and/or the overall usable width of a highway are considered as affecting the hole-in-the-air.

Applicable State Highways

The ORS 366.215 routes consist of the Oregon Highway Plan (OHP) freight routes, the National Network and seven additional routes. Link to [ORS 366.215 routes](#). Projects on ORS 366.215 routes must follow the process in the flow diagram to the appropriate endpoint (Step 3a, 4 or 5b).

Communications

Communication should take place early on with your Region Mobility Liaison, the MCTD and freight stakeholders. Contact the MCTD Freight Mobility Coordinator (503-378-6192) to find out if a proposed change would reduce the hole-in-the-air. This determination could be made via email. If the proposed change would reduce the hole-in-the-air, contact the Over-Dimensional Permit Coordinator to schedule a meeting with the freight stakeholders to obtain their input. While these guidelines do not cover all state highways, coordination with appropriate stakeholders (including freight stakeholders) during public outreach is identified in other guidance documents (Including, but not limited to: TSP Guidelines, IAMP Guidelines, and ODOT Project Delivery Public Involvement Resource Guide).

The ODOT sponsor for the proposed project or design feature is typically Planning, District or Project Delivery staff directly involved. The project sponsor should document the outcome of each step and communicate with the local government (if appropriate) throughout this process.

MCTD Needs

1. Location map, highway milepoints.
2. Brief description of the problem or issues. Be very clear and thoughtful about describing the need for and importance of the proposed change (e.g. safety, operations, livability, economics).
3. Brief description of the proposed change.
4. Diagram of the existing roadway cross section
 - Widths for travel lanes, shoulders, bike lanes, medians, parking, curb to curb dimensions, etc.Description of any existing structures or obstacles in the right-of-way that may impact the hole-in-the-air such as signs, guardrails, landscaping, or other roadside features .
(Need to consider features beyond the face of curb because there is overhang or off-tracking with some over-dimensional loads.)
5. Information on other pinch points on the highway near the proposed project.
(Example – the block to the west of the proposed project has a cross section with travel lanes that are two feet less in width than the width at the project site.)
6. Diagram of the proposed roadway cross section along with any existing or proposed structures or obstacles in the right-of-way that may impact the hole-in-the-air such as medians, landscaping, signs, or other roadside features.

Freight Stakeholder Review

Meeting with the statewide freight stakeholders to discuss your project is the key step in this process. In some cases, design issues can be resolved to the point where the freight stakeholders do not consider the project to be a RVC. Likewise, a proposed project may actually reduce the highway dimensions, but not significantly enough to impede the movement of over-dimensional freight. When either of these conditions occurs, the net effect is a identification of no RVC from the freight stakeholders. These are the types of situations that would lead to Step 3a. of the flow diagram.

It is entirely possible that after you meet with the freight stakeholders there is disagreement about whether or not the project should go forward. Disagreement does not mean that the proposed change is without merit. If the freight stakeholders advise the department that a RVC exists, there are two options to bring requests forward. First, if ODOT determines the proposed action is necessary for safety or access reasons, then the Region Manager can request approval from the OTC. The second option is if there is support for the change by the local government, then the project can be brought before the OTC as indicated in the flow diagram.

Oregon Transportation Commission (OTC) Action

All RVC determinations on ORS 366.215 routes that are unacceptable to the freight stakeholders need OTC approval. The OTC can approve the RVC if safety or access considerations require the reduction. The OTC can also approve an exemption of the statute at the request of a local government where the OTC finds the action to be in the best interest of the state and freight movement is not unreasonably impeded.

Under either option, the ODOT sponsor prepares an OTC packet, identifying the formal requestor (ODOT or the local agency) and requests approval of the RVC exemption of the statute. All requests must be in accordance with the Highway Program Office requirements and are scheduled for an upcoming OTC meeting.

The OTC packet should include a cover memo, a letter of request from the local agency and/or ODOT Region, a staff report from region staff stating why the RVC or the exemption should be approved or disapproved, information on stakeholders (including freight) support or non-support of the request, and a map.

These are the minimum required items to be included in the packet. Depending on the proposal, there may be other items that should be included in the packet. The appropriate stakeholders should be informed of the upcoming OTC meeting well in advance.

Planning Projects

ORS 366.215 applies to all aspects of ODOT's work including planning and affects documents such as, but not limited to Transportation System Plans, refinement plans, and facility plans. Planning documents that propose features that could be a RVC must be in compliance with the statute. Regions may decide to obtain approval for proposed future actions by following this process guideline. However, most planning level documents do not contain the level of detail often required to determine if the action is a RVC or would be supported by the freight stakeholders. In most cases, it is best to wait until project implementation to follow this process. In these cases, it is encouraged for planning documents to include the following statement or equivalent.

Planning concept potentially reduces vehicle-carrying capacity of the highway; further evaluation of the project design will be required at the time of implementation to ensure compliance with ORS 366.215.

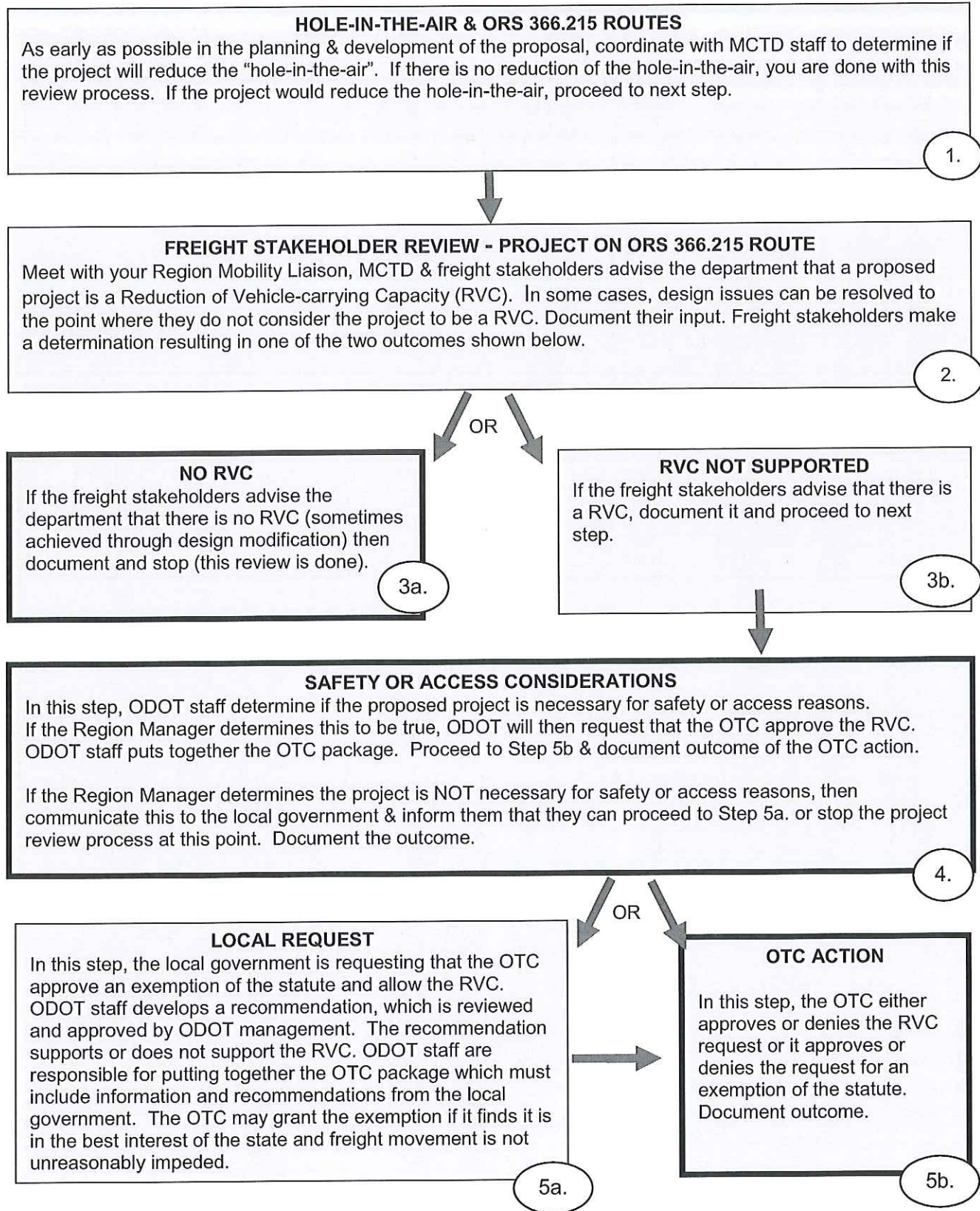
ORS 366.215 Creation of State Highways; Reduction in Vehicle-Carrying Capacity

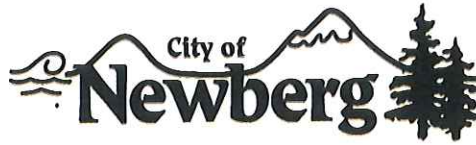
(1) The Oregon Transportation Commission may select, establish, adopt, lay out, locate, alter, relocate, change and realign primary and secondary state highways.

(2) Except as provided in subsection (3) of this section, the commission may not permanently reduce the vehicle-carrying capacity of an identified freight route when altering, relocating, changing or realigning a state highway unless safety or access considerations require the reduction.

(3) A local government, as defined in ORS 174.116, may apply to the commission for an exemption from the prohibition in subsection (2) of this section. The commission shall grant the exemption if it finds that the exemption is in the best interest of the state and that freight movement is not unreasonably impeded by the exemption. [Amended by 1977 c.312 §2; 2003 c.618 §38]

6/6/12 DISCUSSION DRAFT ORS 366.215 - No Reduction of Vehicle-Carrying Capacity FLOW DIAGRAM





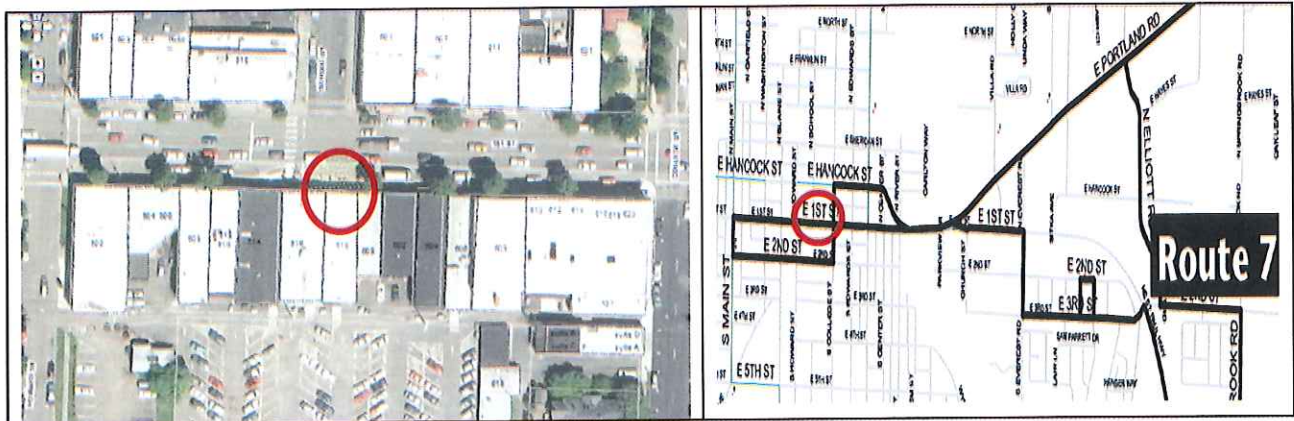
MEMORANDUM

PUBLIC WORKS DEPARTMENT
Engineering Division
P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132
Tel 503.537.1240 • Fax 503.537.1277

November 2, 2012

To: Newberg Traffic Safety Commission
Cc: Jay Harris, PE, City Engineer; Brian Casey, PD Chief; Mary Newell, PD Support Services Manager
From: Paul Chiu, PE, Senior Engineer *P. Chiu*
RE: TSC-12-020 \Yellow curb parking space at 518 East First Street

At the Traffic Safety Commission (TSC) meeting on October 8, 2012, a question was raised regarding a parking space with yellow curb in front of a local Bank of America branch office at 518 East First Street in Newberg (between City Hall and College Street). See the circles on the maps below for its location.



TSC minutes from January 1997 indicated that the yellow zone in front of the bank was approved at that meeting. See next page for excerpts of the minutes.

Staff contacted Mike Barn at Yamhill County Transit Area (YCTA) to find out if this location is still in use. Mr. Barn replied that their buses still pick up and drop off passengers at this location on Bus Route number 7. Therefore, this parking space is still a designated 15 minute parking space and should continue to serve as an active bus stop location. Please contact staff members if you have any questions. Thank you.

“Working Together for a Better Community – Serious About Service”

“Traffic Safety Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community.”

Excerpts of minutes from January 1997 TSC meeting
(for TSC-12-020 discussion)

IV. NEW BUSINESS:

...

B) Consider designating two parking spaces immediately to the east of the fire hydrant in the 600 block of First Street as 15 minute parking only

Lynette Nelson, Bank of America, explained that the YAMCO bus stop, a fire hydrant, and long term parking of vehicles on First Street restricts the amount of parking available for their business. This results in numerous complaints from customers over the lack of adequate parking, especially for the customer wishing to make a transaction which requires only a short period of time. She requested that the two spaces east of the fire hydrant be designated as 15 minute parking.

Dick Meyer noted that Well Fargo Bank located directly across the street has one 15minute zone.

Ms. Nelson indicated she was willing to compromise and go with one space.

Doris Brandt suggested one space be designated as 15-minute parking and see if that resolves the parking problem. Larry Anderson expressed concern that the short-term parking might adversely affect other businesses adjacent to the bank and consider getting some feedback for neighboring businesses. Discussion moved to what is action is admissible by the Traffic Safety ordinance.

Motion: Brandt/Fisher to allow one 15-minute drop off parking space directly in front of the business and directed Staff to make the changes as soon as possible. Motion carried unanimously.



Next to Bank of America



Across First Street, a 15-minute zone in front of Wells Fargo